



DONALD PARSONS
BRISTOL

ENGLISH CITY

The Growth and the Future of Bristol

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FOREWORD

“SHIP-SHAPE AND BRISTOL FASHION”

As a Firm which has been engaged in manufacturing in Bristol for over 200 years, we felt that we should like to make some contribution towards the re-birth of our city. A vivid, yet simple account of the main features of the story of Bristol—particularly at this time when we have lost so many records of the past—seemed appropriate.

In order to give a clear idea of Bristol's historical development, we have attempted to present a cross-section of the life of the city at selected periods—1200, 1500, 1750 and 1939. To explain the great changes which these cross-sections reveal, links have been provided in which the principal factors which have brought about these changes are dealt with. But the story of the past and the present, the present and the future are one. In that belief we have shown the destruction caused by the “blitz”, and said something about plans and opportunities for the future.

“Ship-shape and Bristol Fashion” means a piece of work executed with more than usual skill. Bristol shipwrights of bygone days built so well that their skill became a byword.

The history of Bristol is the story of men who have grappled with the problems of their time in “ship-shape” fashion. Without blinding ourselves to the faults and failures of the past—and there have been many—we hope the brief story which follows will show that Bristol has hitherto played a worthy part in the history of our island. We now find ourselves faced with new and difficult problems. If we are of the stuff of which our forefathers were made, we shall face them fearlessly, and our solutions will be, once more, “Ship-shape and Bristol Fashion”.

* * *

We gratefully acknowledge the help of all who have so readily co-operated with us and made possible the publication of this book. In the first place, a Committee was formed by the Bristol Education Department to discuss the project. Acting on behalf of this Committee, Miss Elizabeth Ralph, City Archivist, Mr. Harold G. Brown, M.A. and Mr. Paul Redmayne, M.A., are responsible for the book in its present form, in that the research was carried out by Miss Ralph, the text was written by Mr. Brown and the visual presentation designed by Mr. Redmayne. The civic authorities have given every possible assistance, and in particular the City Engineer, City Architect and Town Planning Officer.

J. S. FRY AND SONS LTD.

ENGLISH CITY

Page 7: Insert title of maps—"Bristol's trade about 1200".

Pages 10, 12, 14, 16: Heading should read "1200-1500".

Page 60: Figures in key to map represent feet.

Page 85: (Upper illustration) "Royal Crescent" should read "Royal York Crescent".



The Arms of the City of Bristol show "on a red shield, a gold ship issuing from a silver castle". The crest consists of two arms holding a serpent and balance signifying wisdom and right judgement.

The Beginning of Bristol

WHEN Bristol was first founded we do not know. Our earliest link with the town consists of two silver coins, preserved in the Royal collection at Stockholm. These coins were minted at Bricgstowe (Bricg—Bridge, and Stowe—Place) in the reign of Ethelred Unrede (978-1016), and probably formed part of a payment of the famous Danegeld.

Thus, we know that by the time of Ethelred the "Place of the Bridge" was a town of some importance. It probably grew up about the time of Alfred the Great. About eight miles up the river Avon, far enough from its mouth to be secure from surprise attack from the sea, was a mound of land, about thirty acres in extent, rising thirty to forty feet above the level of the immediate neighbourhood, and almost enclosed by water, at the junction of the Frome and Avon.

The western end of the mound, about twenty acres in extent, was the site chosen for the town. It was well drained, easily fortified, and controlled a navigable waterway at a time when roads were rare. By the time of the Conquest, Bristol was a prosperous trading centre, part of the Royal Manor of Barton, but responsible to the King through its own "Reeve". This official was appointed by the King to govern the town and to collect the rents and dues known as the King's Ferm.

BRISTOL ABOUT 1200

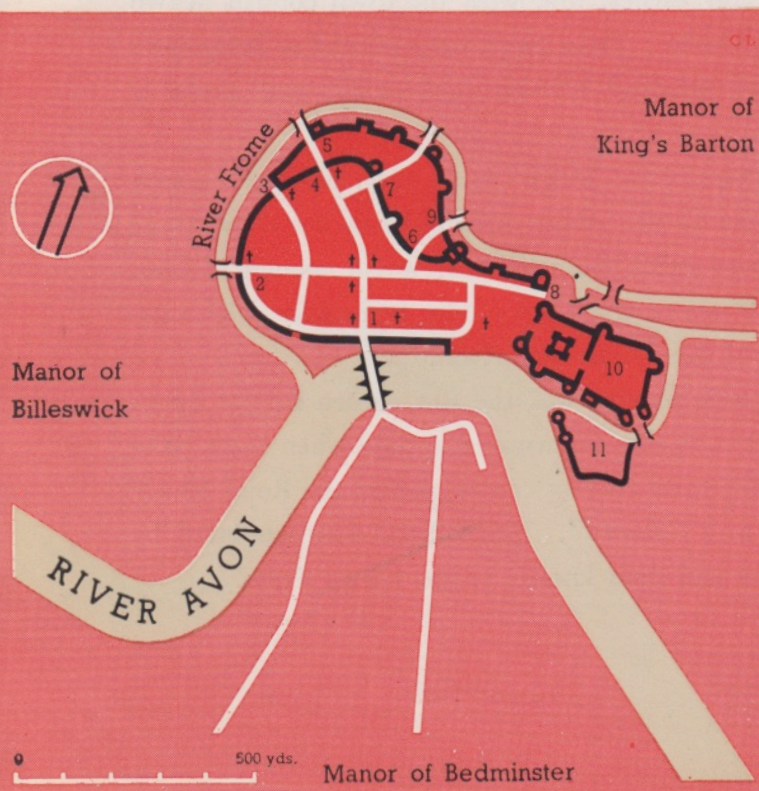
The Castle and Town

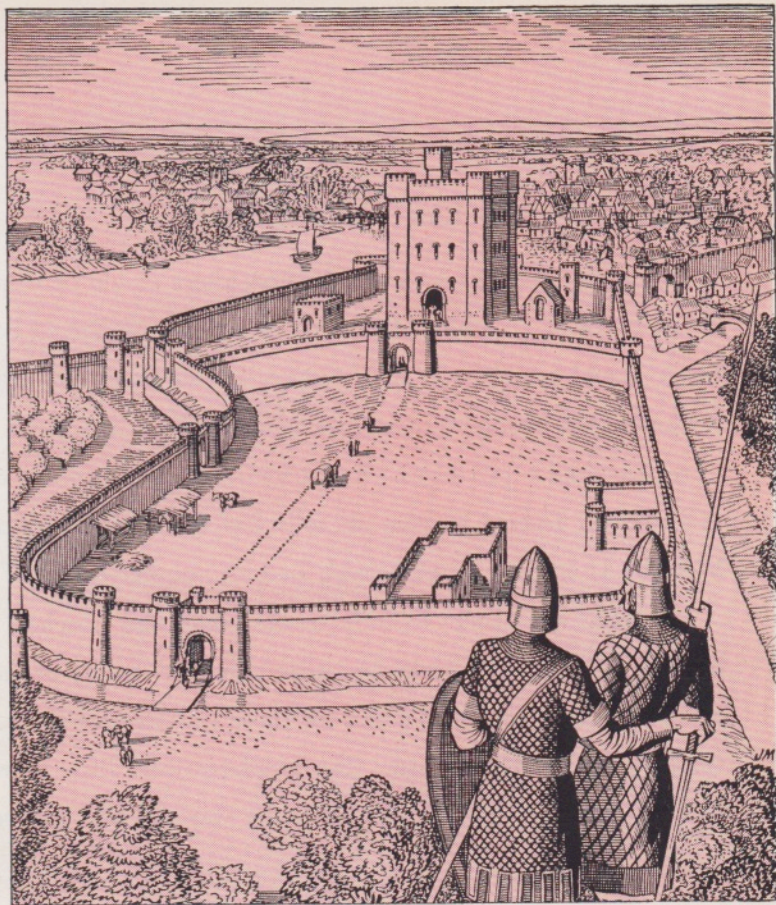
William the Conqueror appointed Geoffrey of Coutances to hold the town in check because its position was of such importance. Domesday records that the Manor of Barton (which was placed in the hands of Roger of Berkeley) and "Bristou" paid the king annually 110 marks of silver; "the burgesses say that Bishop G. (Geoffrey) has XXIII marks of silver and one of gold besides the King's ferm". (A Norman silver mark was worth $13/4$, and a mark of gold £6.) This extra sum, which was of course worth a very great deal more than it is to-day, was probably devoted to the expense of building the great castle which was now erected to the east of the town, on that part of the mound which had not yet been built upon. The eastern wall of the town was thrown down, while the castle itself was defended on the east by a moat joining the Frome and the Avon, thus converting the combined town and castle into an island. A little later, Robert of Gloucester erected the great Keep in the inner bailey, with walls twenty feet in thickness. This huge building, one of the strongest in the country, gives an indication of the importance placed upon the safe-keeping of Bristol, the key of the West.

Although the houses belonging to some of the more important burgesses were substantial stone erections, the majority were built mainly of wood. Danger from fire was great, so Curfew was rung every night as a warning to folk to take the necessary precautions. (Curfew was rung nightly at St. Nicholas's Church until war restrictions forbade it in 1939.)

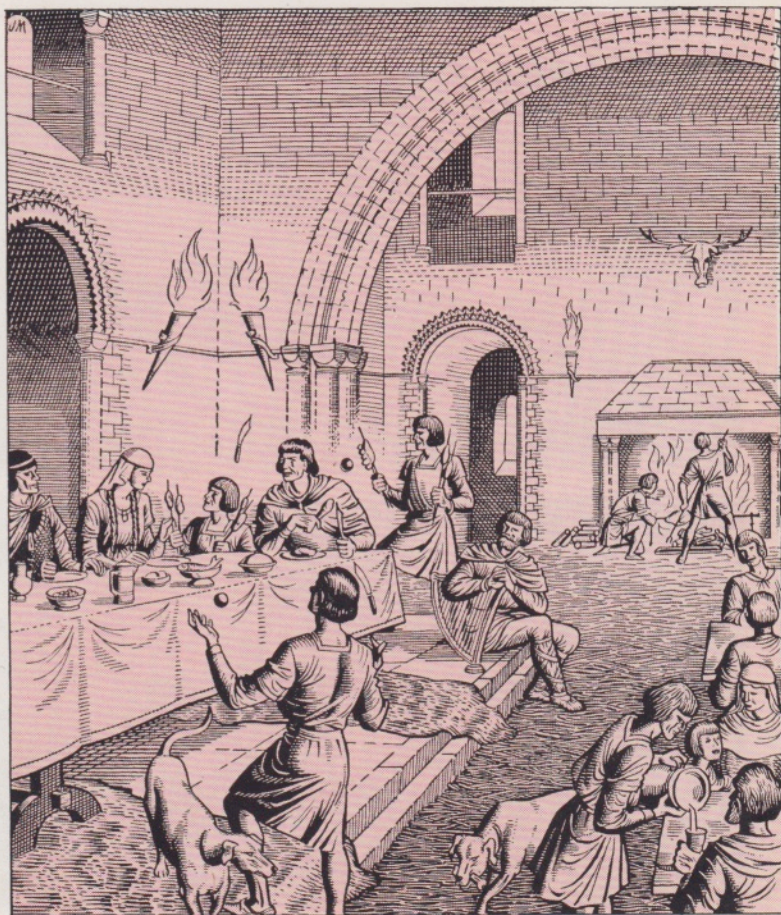
The map shows Bristol about 1200. The area near the Bridge is still the hub of the town. The aerial view shows the same area in 1939.

Key to Map:— 1—St. Nicholas's Gate. 2—St. Leonard's Gate. 3—St. Giles's Gate. 4—St. John's Gate. 5—Frome Gate. 6—Aylward's Gate. 7—Blind Gate. 8—Newgate. 9—Pithay Gate. 10—Castle. 11—King's Orchard.





Bristol Castle, about 1200, viewed from the east. A reconstruction, based upon the "Itinerary" of William of Wyrcestre.



Interior of the Great Hall of the Castle Keep.

ABOUT 1200

The First Charter—How People Lived

In Bristol, as in most towns at this time, there would be a special Burgh-moot or law-court to settle disputes in the borough, a public Market protected by the King's Peace, and a Mint for making local coinage. The Reeve would preside over local justice, and summon the burgesses to the Burgh-moot for important business.

London had special trading privileges of which provincial towns were jealous. Bristol was one of the first to secure similar privileges. A charter was granted to the town as early as 1154, the first year of the reign of Henry II, freeing it from all tolls and customs throughout England, Normandy and Wales. Dublin and Waterford, copying from Bristol, became mother-towns of Ireland.

Furniture was crude—chiefly trestle tables and benches. Mattresses stuffed with hay or straw served as bedding. Food for those in the castle consisted mainly of meat, game and fish. Hard pieces of bread, known as "trenchers", served as plates for those who desired them. Table forks were unknown, while the drinking vessels were chiefly of horn. The fireplaces were little more than stone hearths, logs serving as fuel. There was no chimney, the smoke finding its way out through vents in the roof or high up in the stone walls.

The Bayeux Tapestry is one of the most valuable records of Norman times; a study of the





productions given here will provide a wealth of information about conditions at this period.



WHAT HAPPENED BETWEEN 1200 and 1500

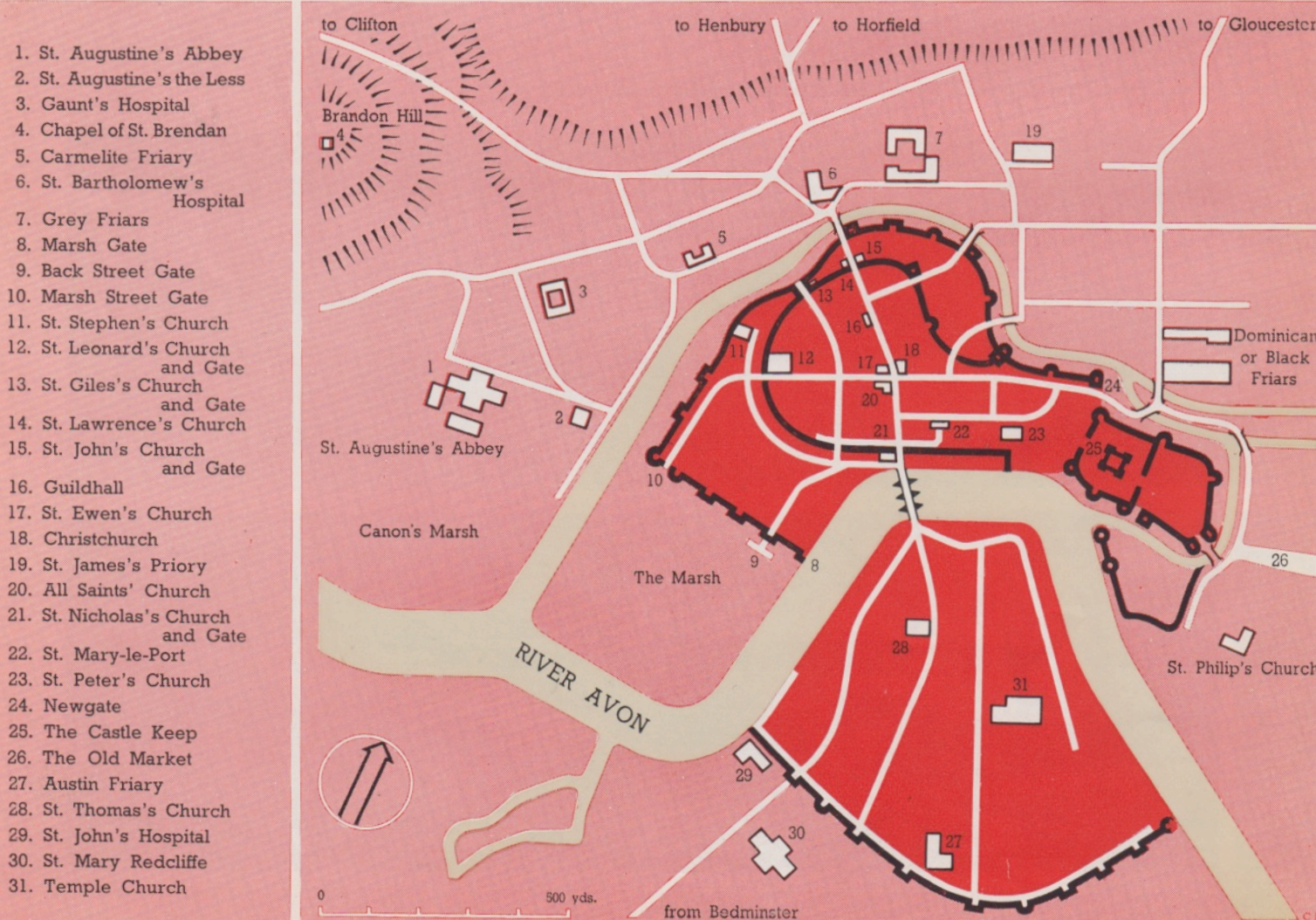
The Diversion of the River Frome

The growth of trade which followed the Conquest soon put Bristol in the forefront of ports outside London. The wharves near the bridge were overcrowded, so a better harbour and quays were provided by diverting the Frome through Canons' Marsh. The new channel was wide enough and deep enough to allow ships to reach the town on the north side. Increased trade led to expansion of the town, so a new wall was built across the Marsh along the line of the present King Street, thus enclosing a bigger area within the town walls.

The old Bristol Bridge (probably of wood) was too small for the increased traffic, so a stone bridge was built to replace it. To do this it was necessary to divert the Avon from Temple Meads to Redcliffe for a time. When the work was finished this trench was flanked on its northern side by a strong wall, pierced by Redcliffe and Temple Gates, and again the town was enlarged.

This took place about 1248, and indicates a remarkable spirit of enterprise among a population which cannot have exceeded about 3,000.

The first extension of the town took place about 1248, when the new stone bridge was built with the assistance of the merchants of Temple and Redcliffe. These districts, hitherto in the manor of Bedminster, were now brought within the town boundaries and protected by a wall.



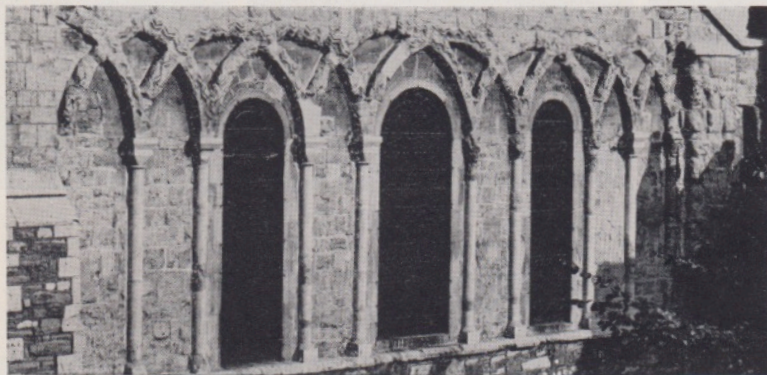
1. St. Augustine's Abbey
2. St. Augustine's the Less
3. Gaunt's Hospital
4. Chapel of St. Brendan
5. Carmelite Friary
6. St. Bartholomew's Hospital
7. Grey Friars
8. Marsh Gate
9. Back Street Gate
10. Marsh Street Gate
11. St. Stephen's Church
12. St. Leonard's Church and Gate
13. St. Giles's Church and Gate
14. St. Lawrence's Church
15. St. John's Church and Gate
16. Guildhall
17. St. Ewen's Church
18. Christchurch
19. St. James's Priory
20. All Saints' Church
21. St. Nicholas's Church and Gate
22. St. Mary-le-Port
23. St. Peter's Church
24. Newgate
25. The Castle Keep
26. The Old Market
27. Austin Friary
28. St. Thomas's Church
29. St. John's Hospital
30. St. Mary Redcliffe
31. Temple Church



0 500 yds.

from Bedminster

1200-1250



Early Norman work. St. James's Church.

Changes in Architecture

In the Middle Ages the Church was the centre of social life and the church building was the pride of the community. Bristol is particularly rich in its churches. Those of Norman times had very thick walls with small windows and semi-circular arches. As skill increased, masons learnt to build lighter walls with larger arches and windows. The Elder Lady Chapel in the Cathedral is a good example of the Early English style which followed the Norman towards the end of the 12th century. The lancet windows were tall and pointed and the carving became more delicate. The Decorated style began in the middle of the 13th century. Arches were less steeply pointed, and the spaces thus created in the heads of the windows were decorated with curved tracery, as illustrated in the view of the South Choir aisle of the Cathedral. Finally, towards the end of the 14th century, the Perpendicular style emerged, of which St. Mary Redcliffe is such a fine example.

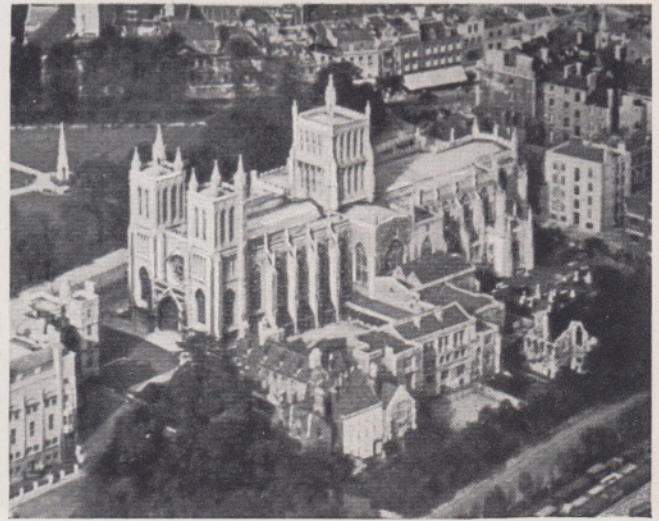
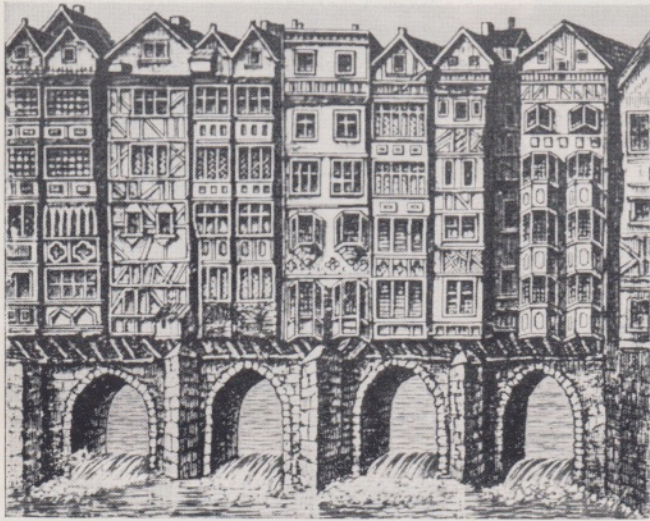
Early English Ornaments on Sedilia. Elder Lady Chapel, Cathedral.



Norman Arches, Cathedral Chapter House.

The Decorated Style. South Choir Aisle, Cathedral.





(Left) The new stone bridge of 1248 had four sharply pointed arches. Above these were built merchants' houses, overhanging the river. They were very popular, fetching some of the highest rentals in the town.

(Right) This air view of the Cathedral, which was founded as a monastery, shows the cloisters round which the monastery buildings were grouped.

(Top and Bottom) These beautiful carvings, in the vaulting of the Ambulatory of the Choir of the Cathedral, are of 14th century origin. They are probably portraits of people living at that time.



*St. Mary
Redcliffe
is in
the Per-
pendicular
Style.*



1200-1250

The Beginnings of Self-Government

As trade increased, towns became richer, and so more and more important in the life of the nation. Simon de Montfort in 1265, and Edward I in 1295, called two burgesses from every borough to their Councils, for they needed money. New responsibilities bred new confidence, and by the 14th century the towns were demanding more freedom to govern themselves.

An important charter was granted in 1373. Bristol had helped Edward III with both ships and men in his wars with France. The King was petitioned that the town might be raised to the dignity of a County. "Their town being partly in the County of Gloucester and partly in that of Somerset, the citizens have to travel to Gloucester and Ilchester for all legal affairs, to their great discomfort, through the badness of the roads and to the disturbance of their trade". This request was granted, and henceforth Bristol became more independent. The Mayor was to be sworn before his predecessor in office, and not before the Constable of the Castle. The town was to have its own Sheriff, and control its own legal affairs, and was not to be burdened with sending more than two members to Parliament. A Common Council of the "better and more honest men of the town" was to be elected to "assess taxes for the necessities and profits of the said town", and a Commission was set up to determine the boundaries of the new county.

The form of local government and extent of the town's boundaries were thus settled, and remained unaltered for the next 450 years.



In 1347, Bristol gained the right to punish "night-walkers and dishonest bakers", and to erect a new lock-up for offenders. The initial letter of the document which is reproduced here shows, first the lock-up, and, below, a baker who has given false measure being dragged through the streets on a sledge, with a pair of scales overhead.

Below.—The first lines of the charter of 1373 are shown with a transcription and translation of the first sentence. Notice the elaborate decoration over the letters, the picture of King Edward in the initial letter, and the drawing of a ship which is one of the first representations of Bristol's Coat of Arms.

Edwardus dei gracia Rex Anglie et Francie et Dominus Hibernie Archiepiscopus Episcopus Abbatibus Prioribus Ducibus
Edward, by the Grace of God, King of England and France and Lord of Ireland, to Archbishops, Bishops, Abbots





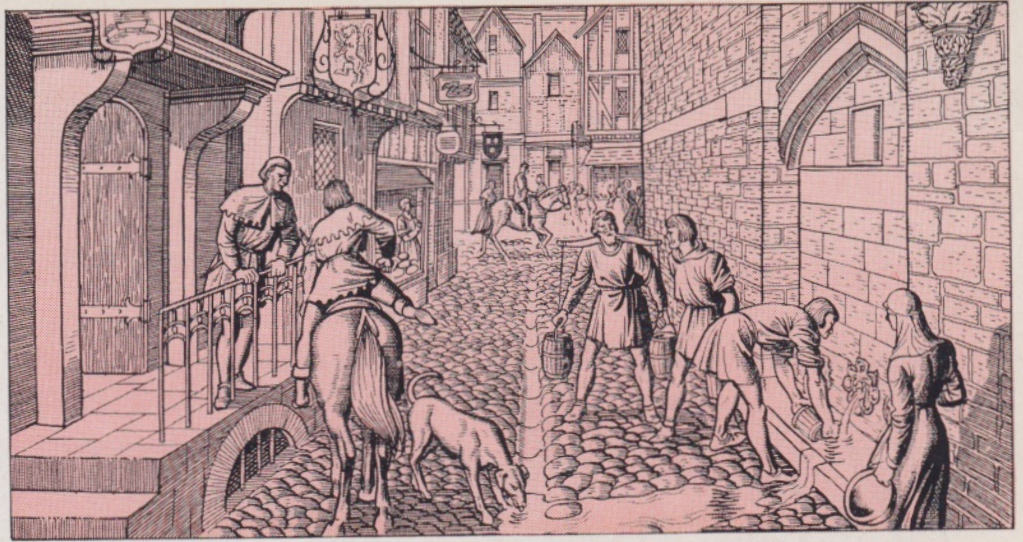
Goods from distant parts could be bought at Fairs. St. James's Fair, held annually at Whitsuntide, was one of the most famous in the country. Such was the value of the merchandise sold here that the king's ships were sometimes ordered to patrol the Severn at Fair time.

Trade Controlled by Gilds

Life in a medieval town was hedged about with regulations, for it was thought that producer and consumer alike must be protected from unfair competition. All important crafts had their "Gilds", associations to which a man must belong before he could practise the craft. After seven years as an apprentice to a masterman, a boy could be received into the gild as a "Journeyman", or day-labourer. If he wished to set up in business on his own, he must submit a "Masterpiece" to the gild officers for approval. The gild made regulations to preserve reasonable working conditions and ensure good workmanship. The Little Red Book (begun in 1344), and the Great Red Book (begun in 1373), bound in red deerskin, give many of these regulations for Bristol.

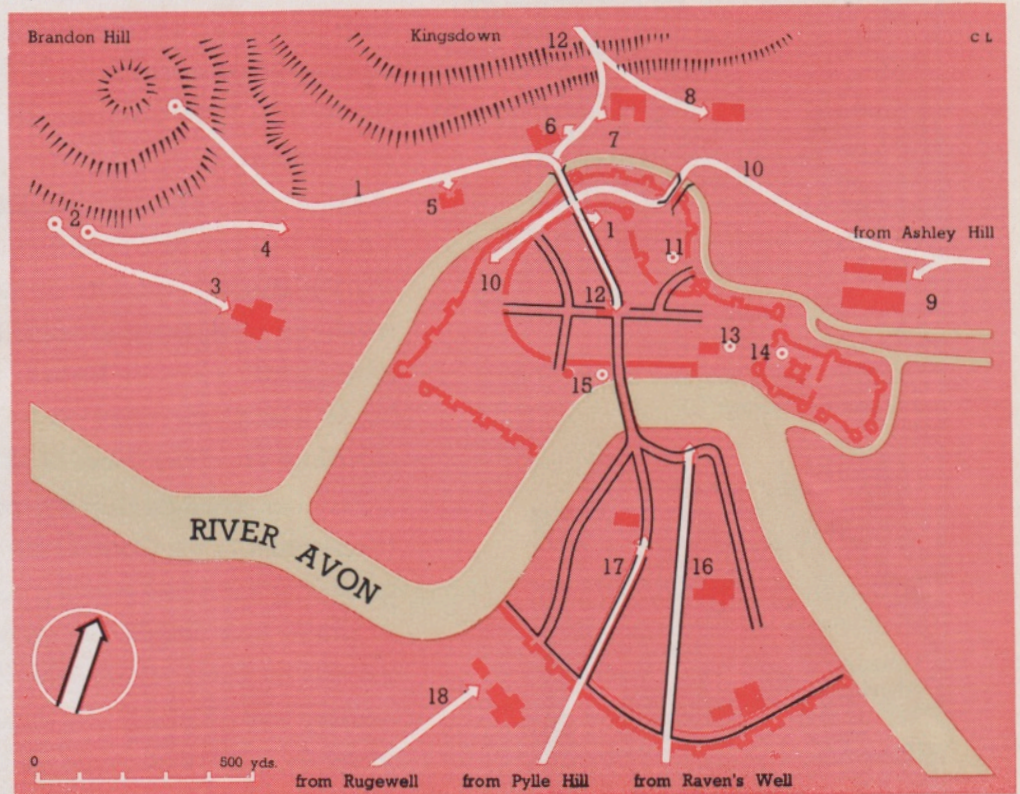
Let us take some of the regulations of the Weavers as an example. No loom was to be kept in an upper room or a cellar, but in a shop on the street, so that all could see. Cloth must be of a fixed width. If the threads were too far apart, then both the cloth and the loom on which it was made could be burned. If the cloth was not so good in the middle as it was at the sides, a similar penalty or a heavy fine was imposed. Every weaver was compelled to make his "mark" on every piece of cloth he made.

Drawing water at St. John's Conduit.

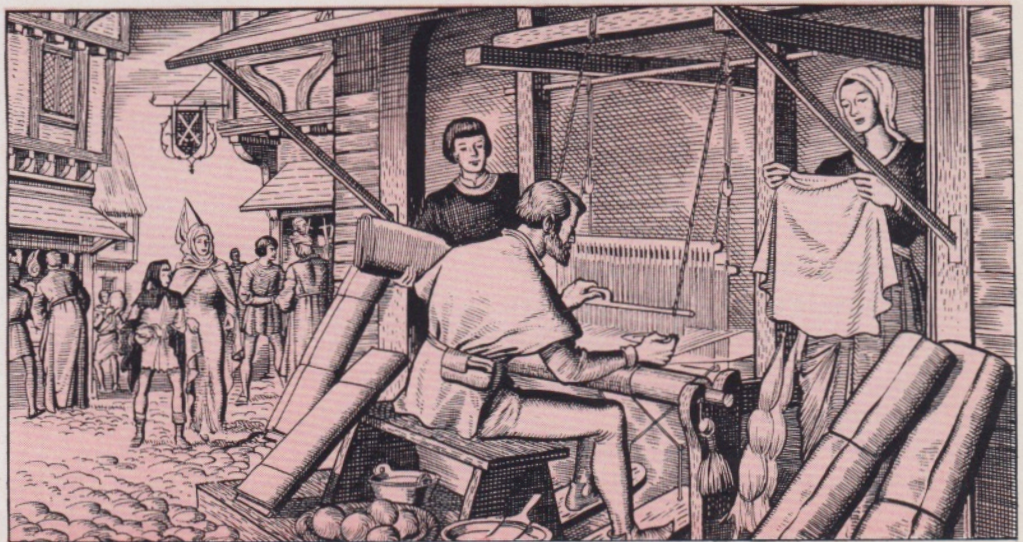


Plan of Bristol's water supply about 1500. It was one of the best in the country and the town had a large number of wells and conduits such as that shown above.

1. St. John's (Carmelite) Pipe.
2. Jacob's Wells.
3. Abbey Pipe.
4. Gaunt's Pipe.
5. Carmelite Friary.
6. St. Bartholomew's Hospital.
7. Franciscan Friary.
8. St. James's Priory.
9. Dominican Friary.
10. Key (Quays) Pipe.
11. Pithay Well.
12. All Saints' (Franciscan) Pipe.
13. St. Edith's (St. Peter's) Well.
14. Castle Well.
15. St. Nicholas Castellette (said to be supplied from Key Pipe).
16. Temple (Austin Friars) Pipe.
17. St. Thomas's Pipe (later supplied from Redcliffe Pipe).
18. Redcliffe Pipe.



A medieval weaver's shop opened on to the street. Here he both made and sold his handiwork to his fellow-townsmen.





“Incipit liber primus huius operis et est anathomia huius duas doctrinas”.

(“The First Book of this work begins and is two lessons on Anatomy”.)

The Work of the Church

Bristol was rich in Religious Houses in the Middle Ages. A study of the map on page 18 will show how many such houses existed in the town at that time.

The Monasteries played an important part in the life of the times. They gave relief to the poor, offered practically the only education available in their Novices' Schools, gave treatment in their Infirmaries, and kept written records which, together with carvings in wood and stone in their buildings, give us most of the material from which we obtain our information of the life of the times.

These two engravings are from a manuscript on surgery, written in 1363 by a Frenchman, Guy de Chauliac. His work was the standard authority of his day, and a copy of it, from which our pictures are taken, is kept in our City Library. The lower picture shows a kneeling surgeon bandaging a patient's leg in splints; the other shows a teacher instructing a pupil (kneeling) about the bones of the human skeleton.

The four wood-carvings reproduced are from a series of 33 Misericordes in the Choir of our Cathedral. The monks had to spend long hours in a standing position during the services, and to relieve their fatigue they were allowed to turn up the seats and rest on them. Hence, the seats were called Misericordes, enabling some “mercy” or indulgence to be shown to their occupants. The under-sides of the seats were carved to represent stories, such as that of Reynard the Fox, or scenes from everyday life. They tell us a great deal about men's dress and customs in those far-off days.

It is difficult in these days to imagine the Cathedral, St. James's Priory, or any other of the old religious houses of the city, as being set among peaceful fields and clear streams; but when they were built, the bustle of the town was still well removed from them, and they were havens of peace where men could study without interruption and the worship of God could be carried on in a quiet atmosphere.



“Capitulum primum est sermo universalis de restauracione fractu rarium”.

(“The first chapter is a general discourse on the mending of a rare fracture”.)



A domestic quarrel.



Killing a pig.



The pursuit of learning and the care of the poor were two of the chief duties of the monks.



Baiting a bear.

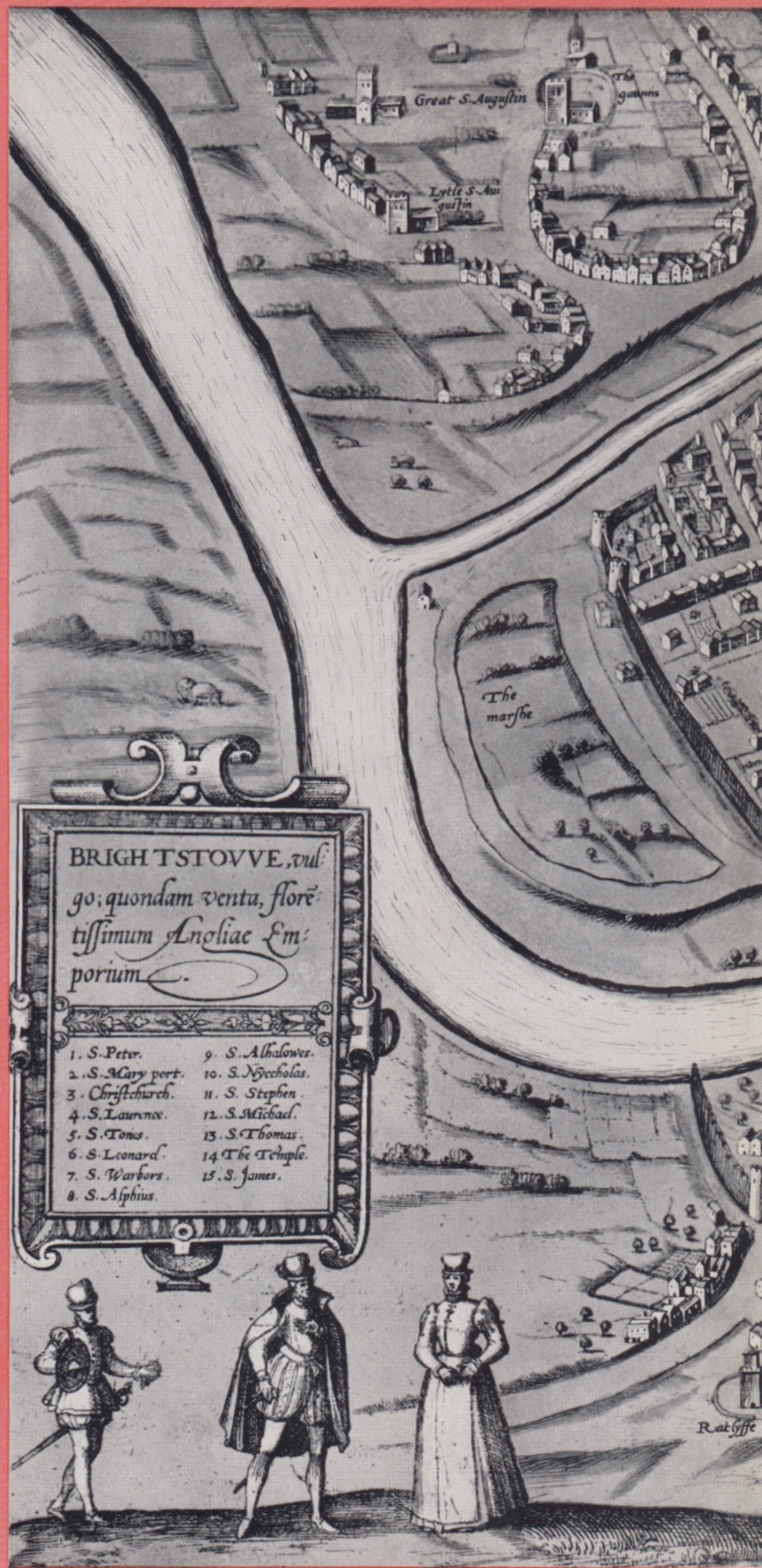
Bringing corn to a mill.



BRISTOL ABOUT 1500

Hoefnagle's Map of the City

The first authentic map of Bristol which still exists was made in 1568 by William Smith, who visited the city for two days in that year. The map reproduced here, though a little later in date, is largely based on Smith's map. It was published at Cologne in a book portraying the chief towns of the world. It is not drawn to scale, the representation of the castle is not accurate, and it should show the Chapel of the Assumption across the middle of Bristol Bridge, but it is of considerable interest. The built-up area is still almost entirely confined within the town walls, yet even here there is room for gardens and open spaces. A fairly reliable estimate places the population of the town at this time at 6,000. Though it was one of the most important towns in England it would to-day seem a small country town. (Compare this map with those on pages 4, 8, 28, 37 and 57.)



BRISTOL ABOUT 1500

The Rise of the Merchants

By the 15th century, Bristol merchants had become wealthy and influential. William Canynges the Younger, born about 1399, was the richest of them all. He was Mayor five times, and twice represented Bristol in Parliament. In 1460 he owned nine ships, the largest being of 900 tons. (The average for the period was about 100 tons, or about the size of a large fishing boat to-day.) He employed 800 seamen, besides 100 carpenters and other workmen. It was he who was responsible for a great deal of the work which made St. Mary Redcliffe such a beautiful parish church.

These merchants lived in princely style. Their chief food was of meat, game, and fish, often highly spiced. There was practically no fresh meat in winter. The lack of winter fodder made it necessary to slaughter most of their animals in the autumn. The meat was preserved by salting or smoking, and needed many spices to make it palatable. Two of the chief ornaments of the dining table were the salt-cellar and the "nef", a model of a ship containing spices. Wine and ale were drunk from vessels of pewter, horn or wood. Forks were still almost unknown. The two chief meals were dinner, between 9 and 10 in the morning, and supper about 5 in the afternoon. Men rose and retired early in days when artificial light was an expensive luxury.

Much of the meat was broiled in a "kettle" over the open fire. Roasted joints and game were often taken to the table on the spits as they came hot from the fire. The baking was done in a brick oven built into the wall. It was first heated with a fire of brush-wood; then the ashes were drawn, in went the pies and cakes, the iron door was shut, and the heat from the brick lining of the oven did the rest.

The poor fared worse. Little meat came their way. Cabbage, leeks, and bread made of coarse flour were their common diet. There were as yet no potatoes, for Raleigh had not brought them from America.

Furniture was still crude, and there was little privacy. Our picture shows a curtained bed in the dining room of quite a large house.

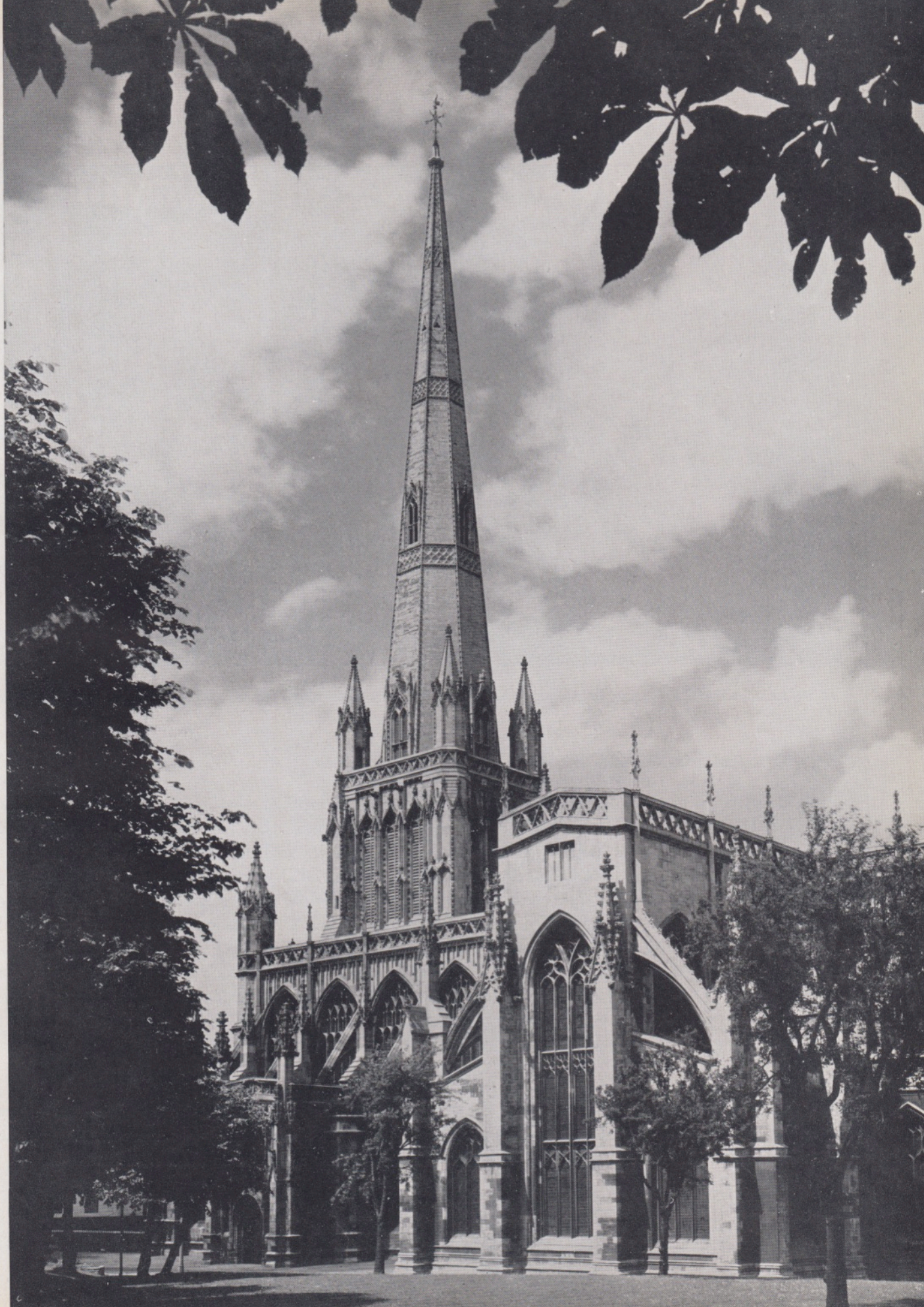
(Opposite) Although only a Parish Church, St. Mary Redcliffe (largely the result of the munificence of William Canynges) is no less magnificent than many of our cathedrals. The spire was added in the 19th century. (See page 51.)

Interior of kitchen.



A dining scene.





ABOUT 1500



At holiday times bands of players often gave performances in the open air. Wine ran freely, and the gay dresses made a colourful scene.

Holy-days and Amusements

But life was far from dull. Although few people travelled far from their own homes, many public holidays, or "Holy Days", were observed. At Church Festivals or "Red Letter Days", attendance at Morning Service was compulsory for all, and the City Fathers went in procession through the streets. Wealthy citizens often left large sums of money to parish churches to establish "Chantries", where prayers were offered regularly for the souls of the founders. The anniversaries of these foundations were called "Obits"; they occurred about once in three weeks on an average. Little work was done on "Obit" days, for every man who attended the service was paid a silver penny, about as much as he would earn if he went to work. Pageants were also held by the great gilds on their Saints' Days. On Midsummer Eve, St. Peter's Lammass Day (August), and Corpus Christi (May or June), all the gilds joined in a public jollification called the "Setting of the Watch". Processions of gaily dressed people, bearing banners, torches and burning "cressets", passed through the streets, dancing and games followed, and the Corporation provided the wine.

* * *

Bristol was now ready to play a part on the greater stage of European affairs. The heyday of the barons was gone: the last of the great baronial battles had been fought at Nibley Green in 1470 between Lord Lisle of Wotton-under-Edge and the Lord of Berkeley. The age of the merchant had arrived.

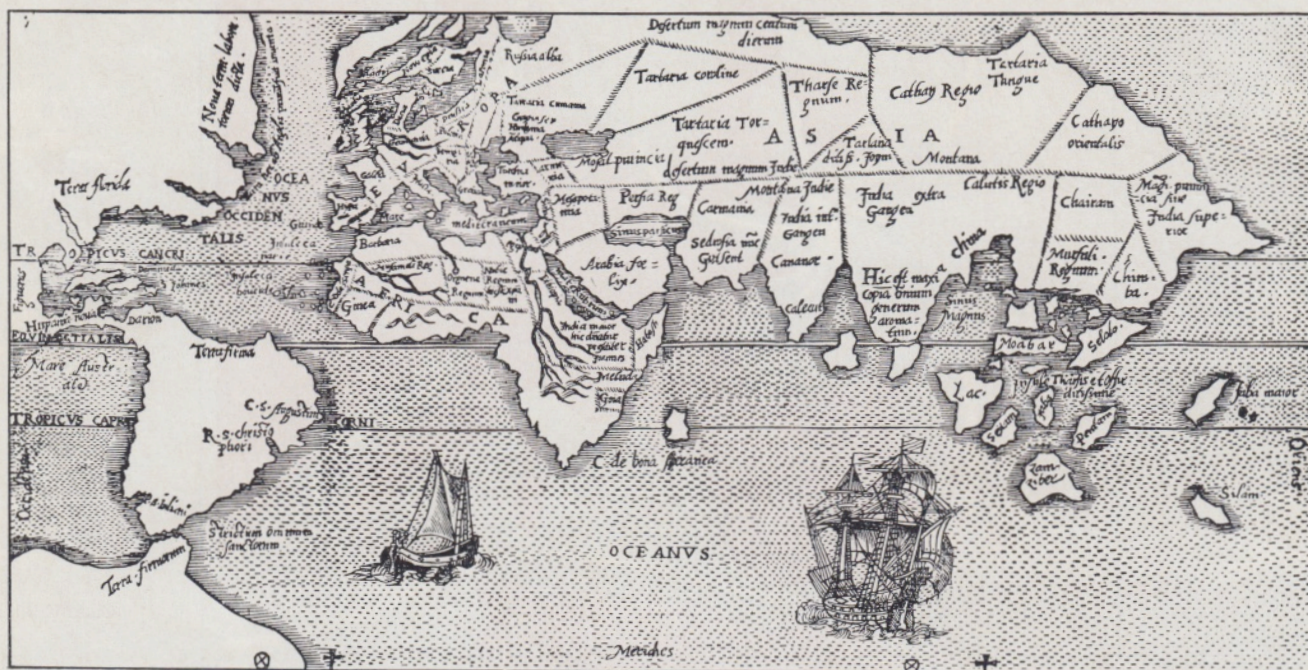


A comparison with the map on page 7 shows the great development of our overseas trade since 1200. Our merchants had become wealthy, and were ready to invest their fortunes in ventures and voyages of discovery which promised new markets.



A busy scene on the Quayside. Notice the Customs officer in the foreground keeping a tally of the bales of wool by making notches on a stick. Much of the trade was in the export of wool, which paid for the imports of wine.

WHAT HAPPENED BETWEEN 1500 and 1750



A woodcut from Thorne's original map of 1527, published by Hakluyt. Inaccurate maps, such as these, were all the early adventurers had to guide them. Australia and New Zealand had not then been discovered.

The Voyages of Discovery

The next 250 years opened with the discovery of the New World, in the colonisation of which Bristol took a leading part. At home her citizens took a full share in the struggle for religious freedom.

The trade with Iceland, which began in 1446, had made Bristol merchants familiar with the "Vinland" (America) of the Norse sagas, while in Portugal they had heard stories of the "Western Isles" and the "Island of Brasil". As early as 1480 a ship of 80 tons sailed from Bristol to look for these islands. The voyage failed, but was followed by others. The discoveries of Columbus in 1492 only served to increase the faith of the merchants in the value of such voyages as a means of investment for their wealth.

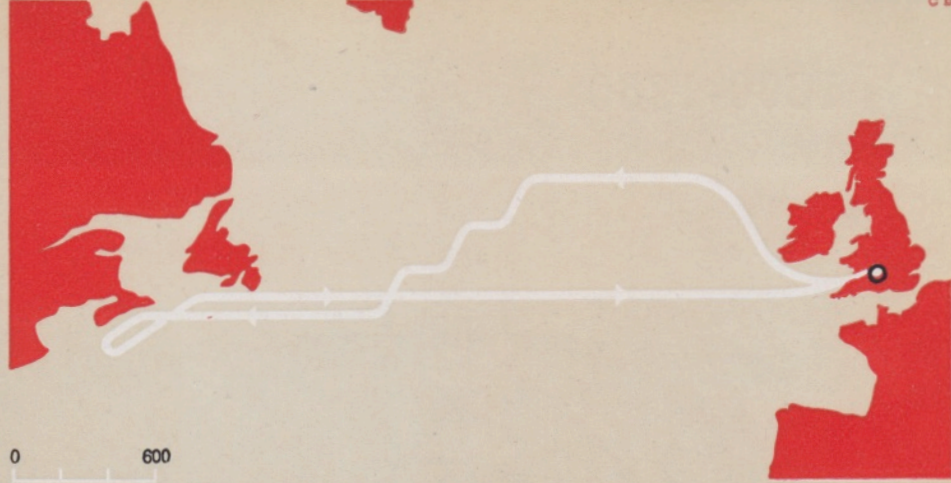
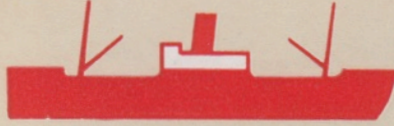
When John Cabot came to Bristol he found ready support, and sailed in 1497 in the *Matthew* with a crew of 18. He discovered "Newfoundland", for which King Henry VII rewarded him with a gift of £10 and a pension of £20 per annum. This pension was paid in 1498 and 1499 by Richard Ameryke, Collector of Customs for the Port of Bristol. What is more likely than that Sebastian Cabot, his famous son, casting about in later years for a name for the new territory which his later voyages opened up, called it "America" after this Bristolian?

After a voyage in 1509 into what is now called Hudson's Bay, Sebastian left England for Portugal on the death of Henry VII. Here he undoubtedly met Robert Thorne, a member of a wealthy Bristol merchant family, who was especially interested in a Polar route to the Indies. Returning to England in 1548, Sebastian became the first Governor of the Merchant Adventurers Company of London, and was largely responsible for the organisation of the famous voyage of Willoughby and Chancellor to Russia in 1553.

1500



1938



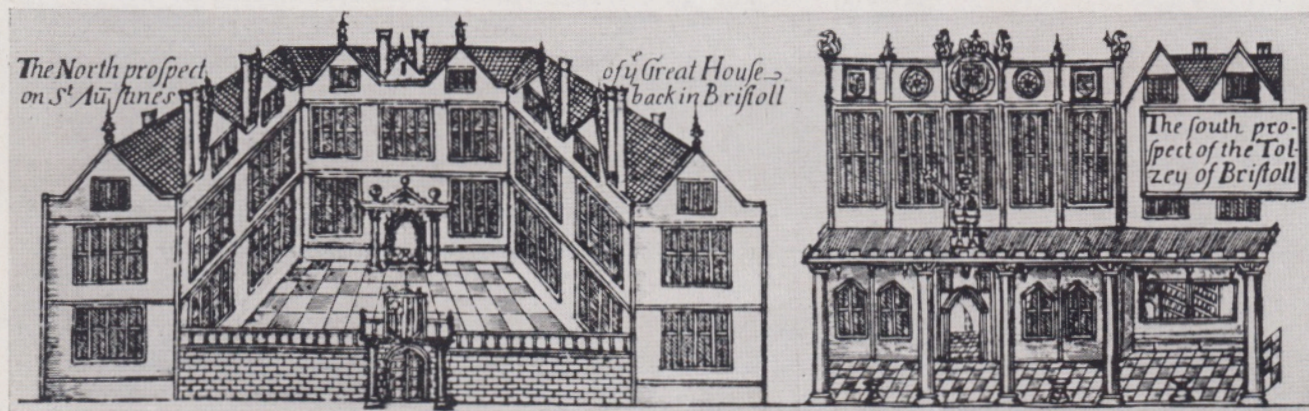
(Left) The "Matthew", compared with a modern cargo ship of about 3,000 tons. (Right) Probable route taken by Cabot.

Little is known of the details of the construction of the "Matthew", but we do know that Columbus's ships, the "Pinta" and the "Nina", which carried similar crews, were 50 tons and 40 tons respectively. These were indeed tiny ships, compared with the average modern cargo ship of 3,000 tons, to brave the dangers of an Atlantic crossing.

The scene at the departure of the "Matthew", portrayed below, shows the explorer, with the charter granted by Henry VII in his hand, taking leave of the Mayor. Cabot's wife and young sons stand by, while the Mayor is supported by Abbot Newland, who was at that time Abbot of St. Augustine's, now our Cathedral, where he lies buried.



1500-1750



(Left) The Great House at St. Augustine's Back was built by John Young, a wealthy merchant of Queen Elizabeth's day. (Right) The "Tolzey", where the merchants transacted business outside All Saints' Church. Note the low brass pillars, known as "Nails", upon which payments were made. They are preserved in front of the Exchange. Cash transactions are still referred to as "paying on the nail".

Early Schools and Benefactors

There is a record that in 1491/2 payment was made to the Vicar of St. Augustine's the Less for teaching Junior Canons and other boys of the Grammar School in the Abbey nearby; but at the Dissolution of the Monasteries the school ceased; the present Cathedral School dates from 1542 when Bristol was made a Bishopric by Henry VIII. The "Grammar Masters" were then ordered to teach "any boys who may resort to them for that purpose".

Apart from this school, we have no record of any other such foundation until the brothers Robert and Nicholas Thorne founded the Grammar School in 1532. Their example was followed in 1586 when John Carr founded the Queen Elizabeth's Hospital, and again in 1634 by John Whitson, founder of the Red Maids' School.

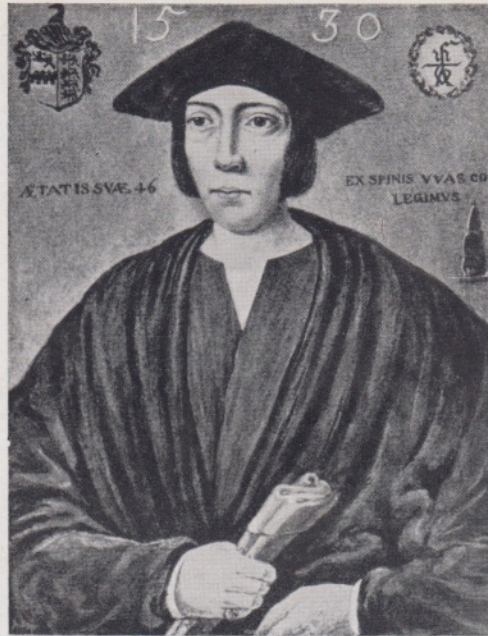
These early schools were intended to provide free education for the children of merchants and craftsmen. When Edward Colston in the 18th century wished to extend the benefit of education to the poor, he met with much opposition, and had to found a school of his own at the Great House.

This was an Elizabethan mansion, originally erected about 1578 on the site of the present Colston Hall by the wealthy John Young. A picture of his house, printed in 1673, is given above. He also erected the Red Lodge on the hill behind the Great House, and we are fortunate that so much remains to show us exactly what the interior of the house looked like.

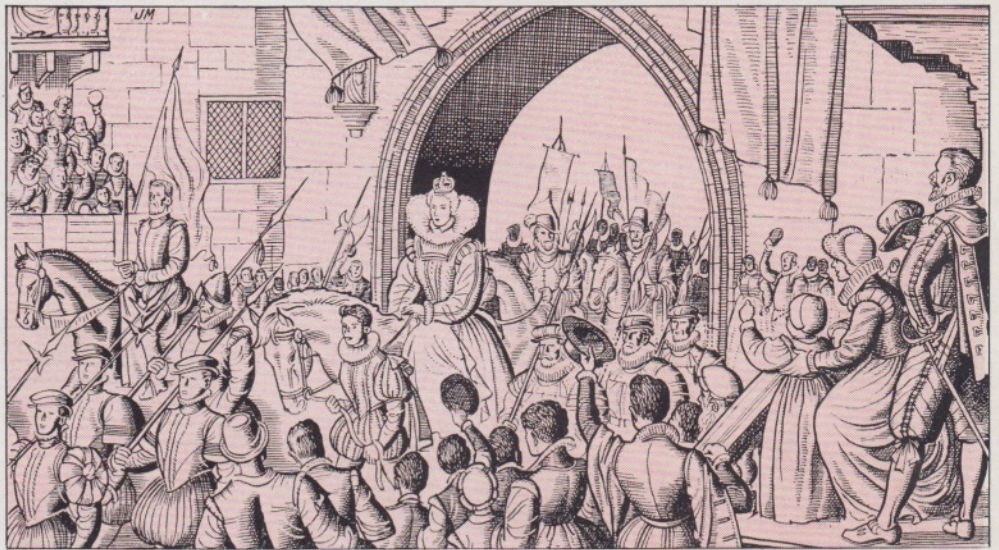
These houses were built on the site of the Carmelite Friary, which had fallen into the hands of the Corporation for a paltry sum at the Dissolution of the Monasteries. The money necessary for the purchase of this and other monastic estates was raised by demanding the surrender of church plate from the parish vestries. In return, the town abandoned the right to levy tolls at the gates. This relief was very welcome to the burgesses.

The properties were soon sold to private persons. Quantities of stone for paving, lead, timber, chimney pieces, and other materials were carried off for use in the building of new houses. Parts of the Black Friars remained intact, as they were used as guild meeting places by the Bakers and Cutlers, and parts of the Cathedral buildings were preserved; but, generally speaking, little remains of the great religious foundations of the Middle Ages.

*Robert and Nicholas Thorne, founders
of Bristol Grammar School.*



*Queen Elizabeth visited the city in
1574.*



*A typical Elizabethan interior, pre-
served at the Red Lodge.*



1500-1750

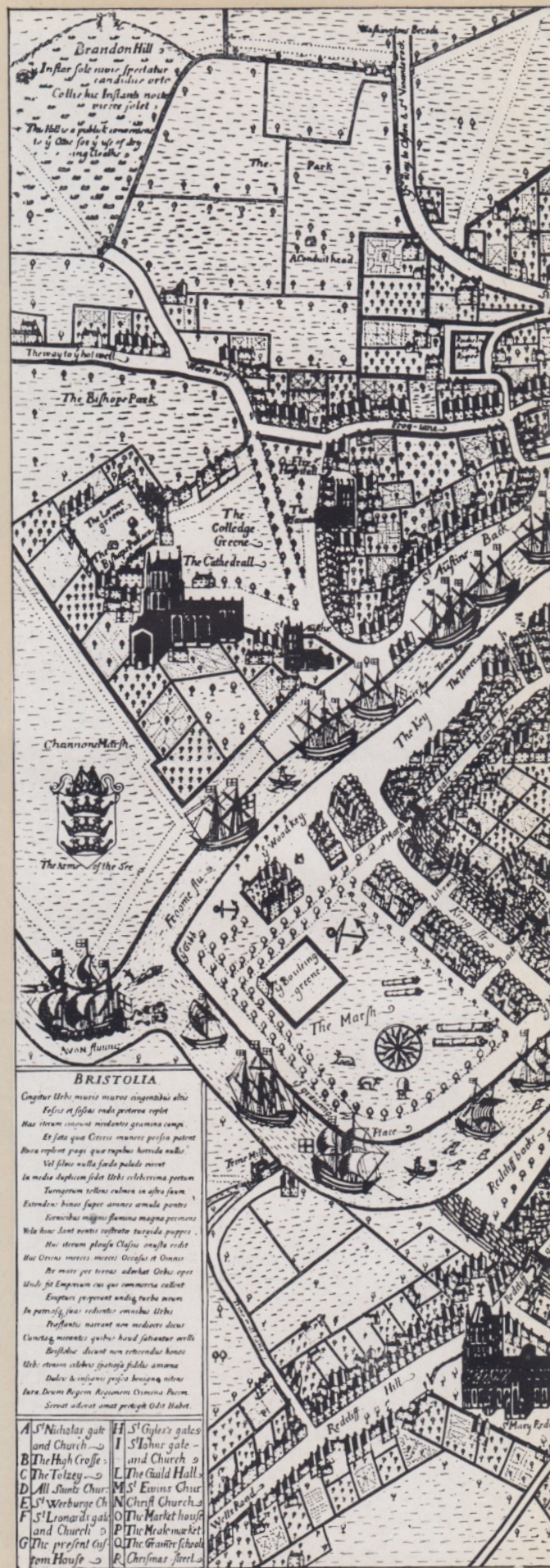
Millerd's Map of Bristol in 1673

The break with the Pope in the reign of Henry VIII was followed by a century of quarrelling over religious matters. Again, the increasing expenses of government, combined with a fall in the value of money due to the influx of silver from the New World, caused trouble over taxation. In 1642, the Civil War between Charles I and Parliament began. Bristol, like most of the larger towns, sided with Parliament and, as the key to the West, played an important part in the war. It was captured for the King by Prince Rupert in 1643, but when Fairfax and Cromwell regained it in 1645 the King's cause was doomed to failure.

In 1654, Cromwell ordered the destruction of Bristol Castle. In the map shown here, prepared by James Millerd in 1673, the castle area has already been covered with houses. The problem of housing must have been acute for the population had now risen to about 20,000, yet there is little building outside the city walls. Open spaces in the centre of the town have almost disappeared, and the Marsh has been taken over by the Corporation for development. In spite of the congestion, room was found for bowling greens. A Latin inscription referring to the River Frome appears on the plan, and may be translated thus:—

“Hither each man's pleasure draws him, young and old alike. Some demand the grass, some the water. Here slow and swift fish are caught with the rod, here the limbs of the weary are refreshed with gentle swimming. Here, too, the student wanders meditating the arts, and the happy lover walks with his darling”.

The appearance of cannon in various parts of the plan is difficult to explain, as John Packer, the first founder to set up business in Bristol came here in 1655. Perhaps Millerd was doing a little advertising for the new industry.

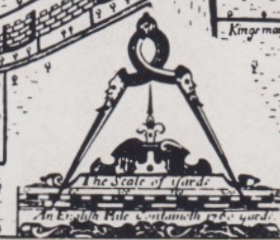




De Edibus Sacris Urbis spectabilibus
 Sunt Aedes quarum insuetata culmina Colos
 Formositas exstant spectantia turribus Urbem
 Redolentibus Thomae Templum Philippo & Omni
 Sancto Augustino Nicholao Mariae Libano
 Emmae & Petrus Michael Eborica Christi
 Werbarus & Stephanus Leonatus domus lazariorum
 Gaudent Praeterea tandem ipsa cathedra
 In quibus aeterna tractantur verba salutis
 Et Christi attente pudentur Deumata turbe
 Haec sacant aetate sine praesidio rebus
 Una suam sacrat Structuram atq; altaria Textum
 Altera sublimem qua tendit in aethera Turrim
 Consecrata sibi sacant Fundamina quadam
 Atq; S. pulchrum quoddam sunt tumq; Kinilosus
 Tunc Praesentium lactante sunt quoy multae
 Quae sibi Compensat quodant sacrate pinnas
 Altera progredens atq; altera sacrat amenas
 Altera se numeris reliquis superare triumphat
 Sed quibus ulla putat clarum sine esse iocorum
 Omnibus his tumetis sacrat transcendere Redolent

Dignissimus Patricus sua Consulissimus
 Praetor Senatoribus Vicecomitibus
 Consulibus Civitatis **BRISTOLIAE**
 Haec quaequid est Topographica Civitatis
 eisdem In officio sui Epitaphium
 duali dedicatq; Iacobus Millerd

*The City of Bristol standeth upon the borders of Somerset & Gloucester thers yet belongeth to neither but is a
 City & Countie of it self Its Situation is in a pleasant Vale upon the two Rivers of Avon & Frome The river Frome
 is much the lesser river yet on it standeth the Chief Key of this City The waterfloweth there at an high
 spring tide nere 40 foot in height bringing up thither shippes of great burthen but there greater ships ride
 about three miles downe the river and are for the most part discharged by lighters Just below this City
 the river Frome falleth into the river Avon which about Six miles lower falleth into the great River
 Severene but by the way hath a wonderful passage through a mighty hill leaping on each side very high
 & stupendious Rocks that on the North side is called St Vincents rock where are found three adwantageous
 or Brillant Diamonds which are famous in most parts of Europe & elsewhere by which as Comden affirmeth in
 point of hardnesse come forth of Diamonds of India On the top of this rock are found 40000 of some large but very
 ancient fortification And out of the bottom thereof issueth a famous medicinal mine Both water commonly called by
 Hotwell much frequented at all convenient seasons of the year both by the original Citizens & also by Others
 who being far remote resort thither for health sake This City is governed by A Mayor 12 Aldermen two Justice &
 a Common Council consisting in all of the number of 48 Usually once every yeare there is hold a general Sessions
 of peace & Court of Oyer & Terminer before the Right worshipfull the Mayor & Recorder & Court of Aldermen
 for delivering of the Gaole & for inquirie into the damages of the Crown Towards the East end of this City former
 ly stood a very large & strong Castle which since the late Wars hath bin demolished & is now turned into
 faire streets & pleasant dwellings retaining still the name of Castle At the West end of this City standeth the Cathedral
 Church & Bishops seat in a most pleasant & wholesome aire nere where unto are to be seen & remaynes of Antient
 Cloysters & other Religious houses which in the time of the Wars of England were defaced & for the most part ruined
 & since Continues in the same condition This City sheweth 19 faire Churches whereof 6 are Parochiall the chief
 of which standeth on the south side of the City without the Walles which from the Red rock whereon it is founded
 is called St Marcs Redcliff which by reason of its Stately situation being ascended unto on the City side by
 above 100 steps of stone its Archaic foundation high strength & largenes of building both for Chappell Church
 & Tower its crose shape & litle Isles its beautifull porches pinnacles battlements & other Ornaments & ren
 ders it admirable is held & deemed to be in all respects the fairest parochiall Church in England by reason
 whereof it is highly esteemed by the inhabitants & much admired by Strangers It is wholly built of freestone
 without the Dimensione of any Timber other to the Structure or turre of the same except a frame of beam
 of lead Over the River Avon passeth a very faire & litle stone Bridge built on either side with highes & shoppes of
 though in length it cometh much short of yet in fairnesse of buildings goeth as much beyond famous Brils
 of London over Thames There are no finkes of come from any houses into the streets but all is conveyed under
 ground rendering the City exceeding sweet & delightful They use no Carts there as in London but carry all
 upon Slides In few yeares last past this City hath bin much augmented by the increase of new building
 in most parts thereof especially on the West & North most sides where by rising of the Hill St Michael being con
 verted into Comely buildings & pleasant gardens makes a very beautifull addition to the suburbs thereof
 it a place of verry great trade & Merchandize finding forth shippes into all parts of the World where trad
 ing is allowed In which respect as also for its number of inhabitants and good Government it may well
 be accounted One of the chief Cities of this Kingdome It is so pleasant to the eye & so well accomodated
 with all things necessary for life or delight so well furnished with plentifull Markets wholesome waters
 faire buildings Schooles Hospitals & what ever else may be desired that it well answeres to its antient
 Saxon name Brytstrop Signifying in English A most illustrious place It hath been formerly enjoyed by the
 Honourable title of an Earldome which the trusty Noble familie of the Digbys have since dynged 1672*



*Urbanis quae dicitur quod vellemus habere
 Tempus hic fructus Candide Locus habet
 Dicitur Aedem quodam passioe esse
 Aeternitas facta non foretque opus*

1500-1750



This picture in the Bristol Art Gallery shows the civic officials bursting in upon a meeting held by children whose parents have been imprisoned for refusing to worship according to law.

Persecution of Puritans

The end of the Civil War brought no conclusion to religious persecution. The Puritans were high-handed during the Commonwealth, but at the Restoration of Charles II the Cavaliers took their revenge. Bristol was reported to contain more Dissenters than the whole of the West of England, their meetings being attended by more than 1,000 people. The Clarendon Code was applied with vigour. In 1681 all the Dissenting ministers were imprisoned, and the chapels wrecked. Even boys were beaten and put in the stocks for holding prayer meetings while their parents were in jail. Not until 1689 was toleration granted to these people.

(Opposite) The Llandoger Trow, built in 1664, one of several 17th century houses still standing in the city.

Newfoundland postage stamps commemorate its discovery by John Cabot, and its first governor, John Guy, both from Bristol.





FREE HOUSE
Bass
IN BOTTLE
WALTON'S PALE

1664 THE HLLARDOGER TROW. FREE HOUSE

E.C. BRUM & SON

E.C. BRUMWELL & SON
117 C
TOL. 20234

PLUMBERS
ELECTRICIANS
HOT WATER
& SANITARY WOP

GENE...
CONTRACTOR

UNDER NEW MANAGEMENT

UNDER NEW MANAGEMENT

Bass
BOTT.

1500-1750

American Colonisation from Bristol

Religious persecution was responsible for some emigration to America, but the development of colonisation in the 17th century, in which Bristol played a leading role, was more due to the business men of that day looking for new markets for their goods.

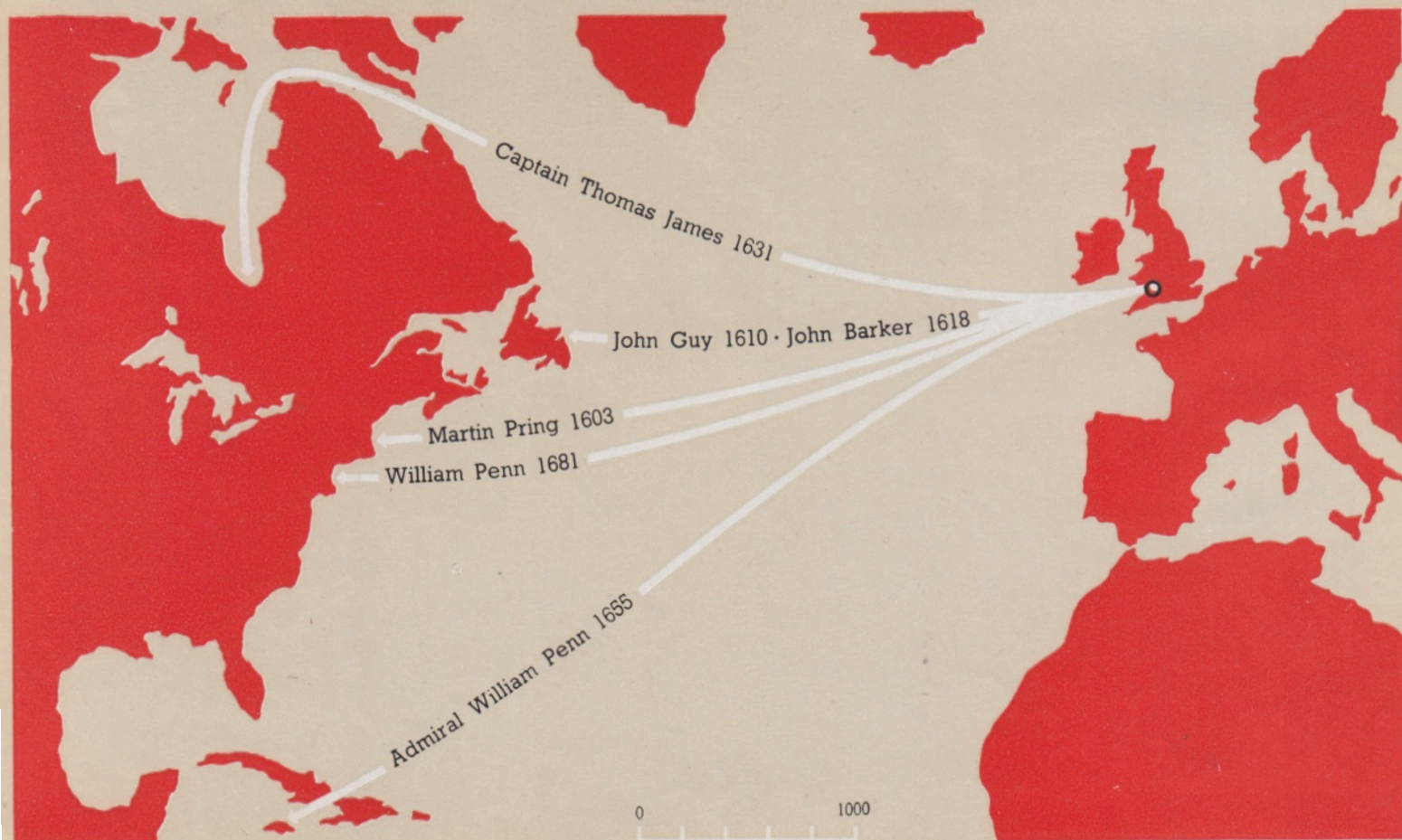
Sir Humphrey Gilbert's attempt to colonise Newfoundland in 1583 was supported by Bristol, but failed. So did that of John Guy of Bristol in 1610; but in 1618, John Barker, Master of the Society of Merchant Venturers of Bristol, bought some land at Harbour Grace from the Newfoundland Company, and made a successful colony at Bristol Hope.

In 1603, Capt. Martin Pring set out with two ships, the *Speedwell* and *Discoverer*, belonging to Whitson, and explored part of New England with a view to colonisation. He reported favourably. The Plymouth Company of merchants of Plymouth, Exeter and Bristol, was formed by Royal Charter in 1606, and provided transport and backing for the Pilgrim Fathers in 1620. They landed at "Whitson Bay", which they renamed Plymouth Harbour.

The development of Hudson Bay Territory was largely due to Captain Thomas James of Bristol, whose expedition to James's Bay in 1631 showed its possibilities.

Jamaica was captured in 1655, largely by the efforts of Admiral William Penn, who is buried in St. Mary Redcliffe Church, whilst his famous Quaker son founded Pennsylvania in 1681.

Bristol—"Gateway to the New World". Bristol men took a prominent part in founding settlements in America.



1704 of Day
Henry Morgan of Merigabonny, in the County of
Monmouth La Bourdon Comd to Timothy Cousins of
Christoff (Luton) for three years to serve in W. as a bound
on the L. B. Condiron

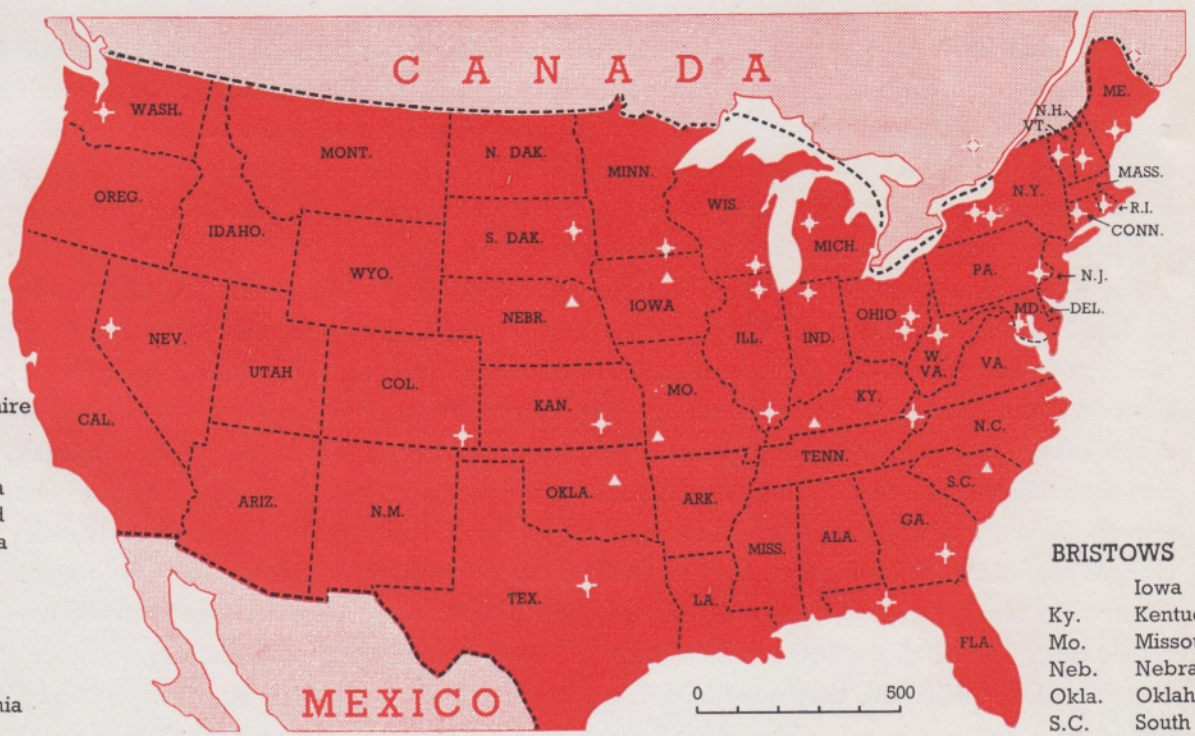
The signature of William Penn the younger, reproduced above, appears on an interesting document in the City Archives. Five thousand acres of land north of Delaware were offered at a shilling a hundred acres to settlers from London and Bristol. In this way, colonists were to be encouraged to make their homes in the new territory, which became the flourishing colony of Pennsylvania.

Henry Morgan, the famous buccaneer, who in 1674 became Governor of Jamaica, originally sailed from Bristol, like many others, as a bound apprentice to the Barbadoes.

That Bristol's connection with America continued to be a vital one is well illustrated by the map below. Many of the "Bristols" and "Bristows" shown are quite small places, and the origin of the name is often difficult to trace; but it is clear that the claim that Bristol is "the gateway of America" is not an idle one.

BRISTOLS

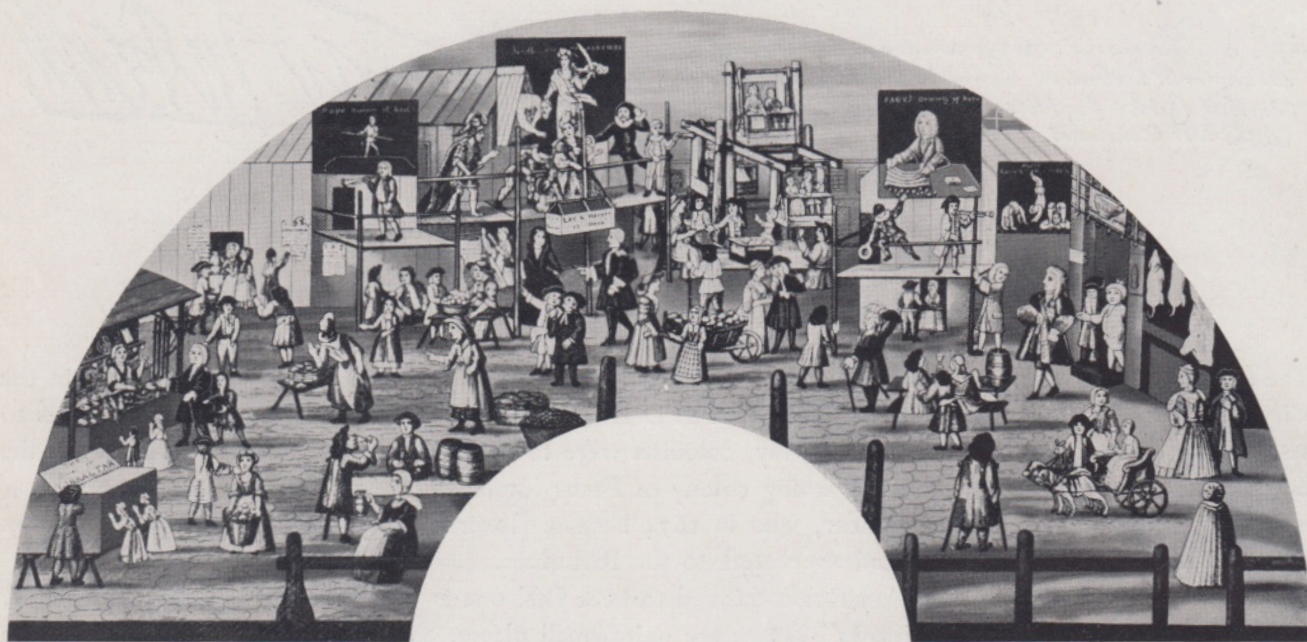
- Colo. Colorado
- Ct. Connecticut
- Fla. Florida
- Ga. Georgia
- Ill. Illinois
- Ind. Indiana
- Kan. Kansas
- Md. Maryland
- Me. Maine
- Mich. Michigan
- Minn. Minnesota
- Nev. Nevada
- N.H. New Hampshire
- N.Y. New York
- Ohio
- Pa. Pennsylvania
- R.I. Rhode Island
- S. Dak. South Dakota
- Tex. Texas
- Tenn. Tennessee
- Va. Virginia
- Vt. Vermont
- Wash. Washington
- W. Va. West Virginia
- Wis. Wisconsin



- BRISTOWS**
- Iowa
 - Ky. Kentucky
 - Mo. Missouri
 - Neb. Nebraska
 - Okla. Oklahoma
 - S.C. South Carolina

A map showing the places named Bristol and Bristow in North America. There are also several called Bristolville. Note that most of them occur in the east.

1500-1750



A market scene, painted in 1713 on a fan, which is now in the British Museum, showing many of the amusements of the period.

The Condition of the City about 1700

The development of commerce with America and the West Indies had, by about 1700, made Bristol the third richest city in England. In 1699, when Parliament voted a grant to the Navy, only Norwich and London were assessed at a higher rate than Bristol. As a port, only London was bigger. In 1701, Bristol had 165 ships of an average of 105 tons. Newcastle was next on the list with 163 ships, averaging 73 tons. Bristol's industries included weaving, ship-building, sugar-refining, and the manufacture of tobacco, soap, pipes and pins. Early in the 18th century brass-founding and pottery were added.

But within the city walls conditions were far from satisfactory. The streets had been constructed for a far less busy life. Their average width was less than twenty feet. The houses, made chiefly of timber and plaster, overhung the roads. There were no pavements; the roads themselves were roughly paved with blocks of stone, and a channel ran down the centre. Pigs nosed among the garbage in the open drain in the centre of the streets, and in spite of the payment of an official for cutting off the tails of these animals, it appears that the nuisance continued. Sanitation received scanty consideration, the Avon and Frome acting as town sewers. A water supply which had been excellent in the Middle Ages was far from satisfactory under the changed conditions. It is not surprising that every summer brought with it the dread of the plague. Visitations occurred in 1608, 1644, 1650 and 1665. In 1644, three thousand people died—one from nearly every family.

One other feature of the streets which began to disappear about 1750 was the large number of signs. In days when few could read, they were used to attract the attention of passers-by. A Sword and Crown for a Cutler, a Golden Boy for a Jeweller, a Bible and Sun for a Bookseller, were among some of the devices used.



The scene at the quayside was a busy one. Barrels of rum from the West Indies and "tierces" of tobacco from America were dragged away on sledges, for no carts were allowed in the streets. Lighter goods were carried on pack horses or mules. This picture by Peter Monamy shows the crowd of shipping along the Broad Quay. Most of this waterway has now been covered in, and is known as Colston Avenue and the Centre, but the style of many of the buildings still reminds us of the old quayside.

(Left) This old trade card compares interestingly with the above picture.

(Right) Plague Pit: Smoking was regarded as a protection against infection.



BRISTOL ABOUT 1750

Georgian Building and Planning

The middle of the 18th century saw Bristol at the height of her prosperity as a port and trading centre. Part of her wealth was spent on improvement schemes. The centre of the city was largely rebuilt and many new streets were constructed which changed the character of the town.

As Donn's map (published in 1773) shows, the extensions were mainly on the slope towards Kingsdown and in the Marsh (now Queen Square). Much of the new building provided residences for the rich merchants, and was planned on spacious lines, yet with an air of solidity and stability. For the first time we find "planning" making its appearance. Houses ranged round a central square were the fashion. Queen Square was begun about 1702, Dowry Square about 30 years later. St. James's Square belongs to the period 1707-16, and King Square to about 1755. A fine street of 18th century houses is preserved in Orchard Street, built about 1716.

The design of these houses was dignified and simple. The plain walls of brick or stone were pierced with carefully spaced sash windows (a new fashion). The roofs were usually made of red tiles, without gables. Beautifully wrought iron railings and gates guarded each house. The rooms were large and high, and the furniture elegant. Such houses needed many servants, who lived in the attics or the cellars. In the great kitchen, usually below ground level, meals for the extensive household were prepared before huge fireplaces, whose consumption of fuel must have been enormous.

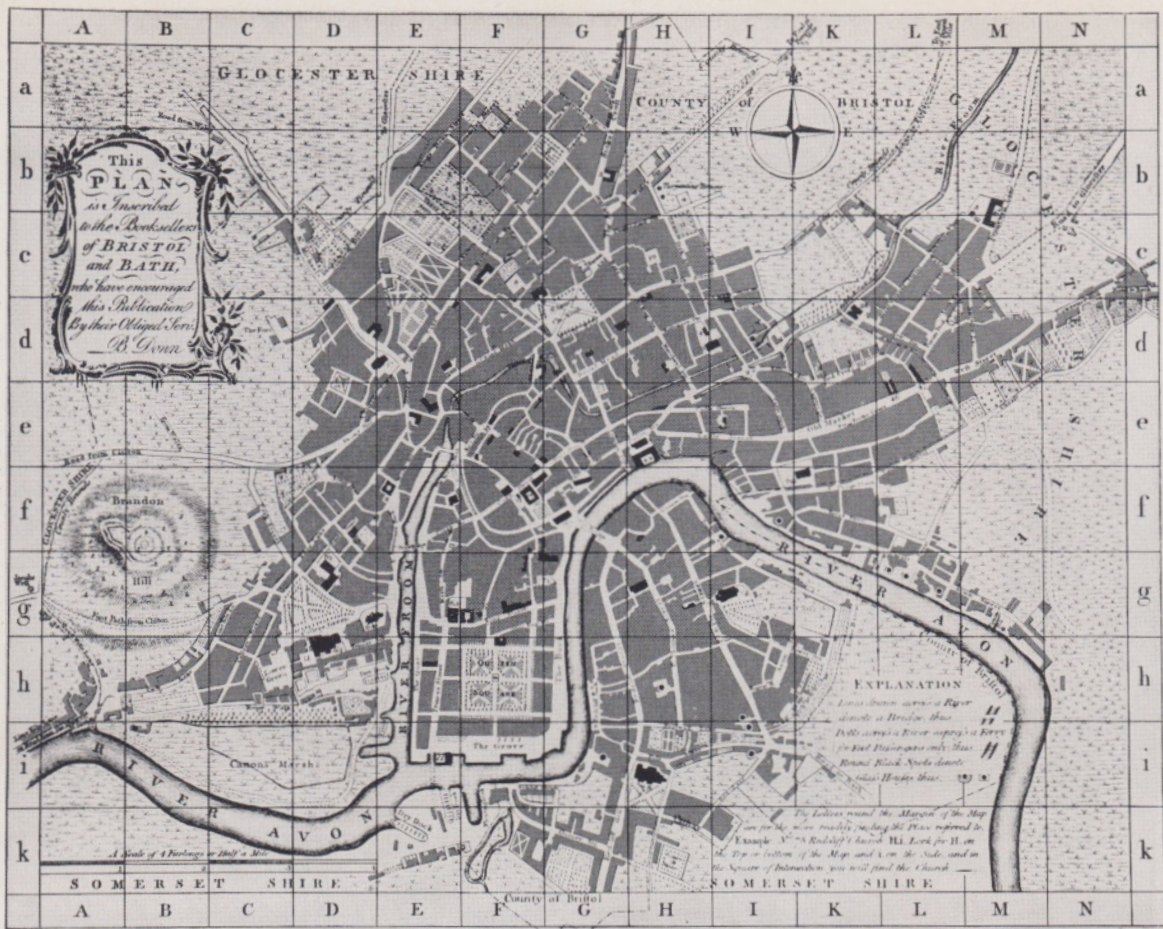
The years round 1750 marked the flowering of an age—the age before steam and steel—before democracy and equality were demanded. America was still a British Colony, slavery was still a profitable trade, and Bristol merchants were among the richest in the world.

Two of Bristol's Georgian terraces. The Paragon (Left) and Worcester Terrace (Right).



REFERENCES

- 1 Dalton Court Ga.
- 2 Kings Square Gb.
- 3 Lifordes }
Charity School } Gb.
- 4 Draytonian }
Burying Ground } Hh
- 5 Burying Chapel }
& Burying Ground } Mh
- 6 Poor House Mb
- 7 Infirmary Fc
- 8 Whitland Court Fc
- 9 S. James Church Fc
- 10 S. James Square Hc
- 11 Druggists Shop Hc
- 12 Butchers and }
Meats Alms Ho. } Hc
- 13 Baptist Meeting Lc
- 14 Traders Bridge Lc
- 15 Eldridge }
Charity School } Dd
- 16 Colston Alms Ho. Dd
- 17 S. Michaels Ch. E. D.
- 18 Presb. Meeting E. d
- 19 Mercurian Chapel E. d
- 20 Bridwell E. d
- 21 Baptist Meeting G. d
- 22 Weavers Row G. d
- 23 Taylors Alms Ho. H. d
- 24 Quakers School H. d
- 25 Quakers Meeting H. d
- 26 Waspindale Tub I. d
- 27 Eli Bridge I. d
- 28 Quakers Work Ho. K. d
- 29 Alms Ho. & Chapel E. e
- 30 Charity School E. e
- 31 S. Johns Church F. e
- 32 Taylors Hall F. e
- 33 S. Johns Ch. Ye. F. e
- 34 Guild Hall F. e
- 35 S. Evans Church F. e
- 36 Council House F. e
- 37 Christ Church }
Burying Gro. } G. e
- 38 Baptist Meeting G. e
- 39 Detached new }
Street & Market } G. e

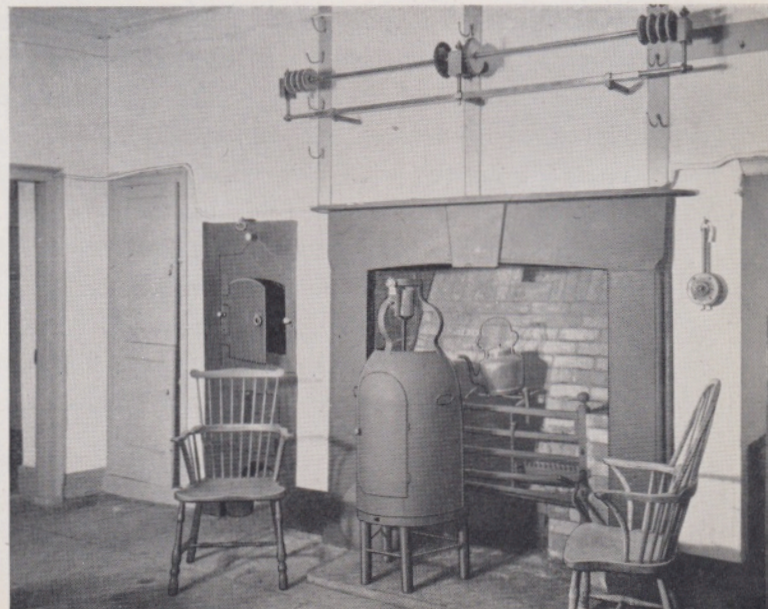


REFERENCES

- 40 Guard House G. e
- 41 Corn Market G. e
- 42 Noyals H. e
- 43 S. Peters Ch. H. e
- 44 Abbot Poor Ho. H. e
- 45 Independent Met. I. e
- 46 All. Stephens Ho. I. e
- 47 Trinity Hoop L. e
- 48 French Chapel D. f
- 49 Coldens Sch. for }
Educating & Board } L. l
- 50 Poor House }
S. Stephens Ch. } E. f
- 51 Fish Market E. f
- 52 S. Werburghs Ch. E. f
- 53 Post Office E. f
- 54 Exchange E. f
- 55 All Saints Ch. E. f
- 56 Market E. f
- 57 S. Nicholas Ch. G. f
- 58 Mary Port Ch. G. f
- 59 Presb. Meeting H. f
- 60 S. Philips Ch. K. f
- 61 Grammar Sch. D. g
- 62 Mission Chapel D. g
- 63 Collegiate Ch. D. g
- 64 S. Augustines Ch. D. g
- 65 Merchants Hall F. g
- 66 Merch. Alms Ho. F. g
- 67 Library F. g
- 68 Theatre F. g
- 69 Coopers Hall E. g
- 70 S. Mich. Alms Ho. E. g
- 71 S. Nicholas }
Burying Gro. } G. g
- 72 S. Thomas Ch. H. g
- 73 Quakers Meet. H. g
- 74 Temple Ch. I. g
- 75 Assembly Room E. h
- 76 Custom House F. h
- 77 Great Crane E. i
- 78 Redcliff Ch. H. i
- 79 Back Hall G. i
- 80 John's Alms Ho. F. e

Donn's map indicates the extent of Bristol in 1773. This was the period when many of our Georgian terraces were built. Some are seen on these two pages, others are well shown in the picture of Clifton on page 63. Thirteen glass works, indicated by small black dots, are shown (see page 47).

Two interiors at the Georgian House. Note the Dutch oven and the revolving spit in the kitchen.



ABOUT 1750



H.M.S. "Melampus" was built at Bristol in 1785. This model is in the Bristol Museum.

How People Lived in 1750

Food was lacking in variety, for until the introduction of root-crops for cattle feed by Townshend, about 1730, there was little fresh meat to be had in winter, and until Robert Bakewell and others improved the breed cattle were, by our standards, scraggy and bony. Canning and refrigeration had not yet solved the problem of the importation of perishable foods. Yet the gentry managed to load their tables well. A Norfolk parson ("Parson Woodforde") entertained with "fish and oyster sauce, a nice piece of boiled beef, a fine neck of pork roasted and apple sauce, some hashed turkey, mutton steaks, salad, etc., a wild duck roasted, fried rabbits, a plum pudding and some tartlets, dessert, some olives, nuts, almonds, raisins and apples". They drank deeply, too, of spirits, port, beer, cider and perry. Tea and coffee were popular among the wealthy until the foreign wars interfered with the trade. The majority of people had three meals a day, at about 7 a.m., noon, and 6 p.m., though dinner among the upper classes was usually about 2 p.m.

As a contrast with this, in 1797 Eden writes of the budget of a Bristol labourer with a wife and two children. He earned 9/- a week, his wife another 1/- occasionally. Their weekly expenditure included bread 4/6, meat 6d., butter ($\frac{1}{2}$ -lb.) 5 $\frac{1}{2}$ d., cheese ($\frac{1}{2}$ -lb.) 3d., tea 3d., potatoes (2 pecks) 1/-, milk ($\frac{1}{2}$ -pint a day for the children) 3d., beer (3 pints) 6d., candles, soap, etc., 5d., onions, salt, etc., 3d., rent 1/2, fuel 1/-. This accounts for the whole income, nothing being left over for clothing.

Roads were bad—no more than tracks in many places. In 1702, Queen Anne, arriving from Bath, found the main road impassable. Communication between the two towns was often impossible in the winter. To cure this state of affairs near the town, a Turnpike Act was passed in 1726, and toll-gates were erected on all roads into the country. Wagons and coaches were charged at 2d. per horse, and a pack-horse 1d.



Sam. Farley's Bristol
Post Man:
 O R.
 Weekly Intelligence,
 From Holland, France, Spain, &c

With General Occurrences, Foreign and Domestick.

Saturday, December the 31st, 1715. [N^o. 25.]



Containing the most Genuine Occurrences, Foreign and Domestick

Saturday, February the 10th 1716 [N^o. XII.] Price Two Pence.

THE
BRISTOL JOURNAL.

Printed by SARAH FARLEY, in CASTLE-GREEN; where Advertisements are taken in
 the Office and Newspaper in the Post-Office Street, London. At the Office of the Bristol Journal, in the City of Bristol, in the Street between the Church and the Exchange. At the Office of the Bristol Journal, in the City of Bristol, in the Street between the Church and the Exchange.

SATURDAY, September 24, 1774

[No 3064]

The lives of the Bristol merchants in the 18th century were cut off from the main stream of national life. News was eagerly sought, and in 1702, William Bonny, of Corn Street, published the "Bristol Post Boy", one of the first newspapers to be issued outside London. It was printed on both sides of a sheet of paper about the size of a single foolscap sheet, and it was the beginning of our local Press. Other early Bristol newspapers are shown.

Coffee houses, too, were popular. Here, news from London was read aloud to the assembled company, and discussed with vigour. Such houses appeared here shortly after their establishment in London in 1657. By 1750 there were about a dozen in Bristol.

The approach to the town by the Bath Road at the beginning of the 18th century. Note the condition of the road.

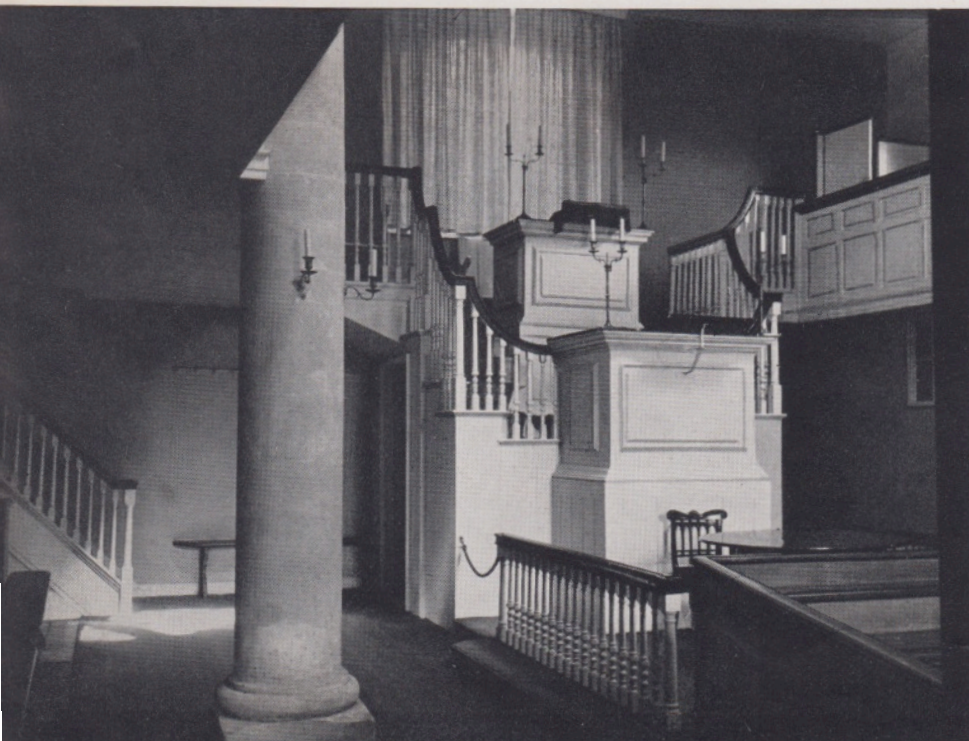


ABOUT 1750

John Wesley

The general standard of public morality was low, and the religious life of the country lacked all fervour. Public executions, degrading sports such as cock-fighting and bear-baiting, excessive drunkenness, and a harsh penal code which threw offenders, regardless of sex or condition, into noisome prisons which were a disgrace to civilisation, met with little condemnation from the Church until John Wesley began his great work. One of a band of Oxford students who had determined to devote their lives to holy living, and who had gained the nickname of "Methodists", he came to Bristol in 1739 at the invitation of George Whitefield, and was persuaded to carry on the work Whitefield had begun among the Kingswood miners by preaching to them in the open air. Wesley was soon preaching to congregations numbered in thousands. As the Established Church objected to his methods, it was necessary to find a meeting place for his followers. A piece of ground in the Horsefair was purchased, and here the "New Room", the first Methodist Chapel in the world, was erected. It became the headquarters of the organisation of lay preachers which Wesley set up to help in his work, and is now a place of pilgrimage for Methodists from all over the world. American Methodists are particularly interested in this "Room", for it was from here that Francis Asbury, the "Wesley of America", set out in 1771, with a "new suit of clothes and £10 in his pocket" to spread the new religious enthusiasm in the New World. Wesley's journeys were mainly done on horseback, and the fine statue now erected outside the New Room is a fitting memorial to one who did more than anyone else to change the moral, spiritual and social outlook of England in the 18th century. His famous brother, Charles, whose hymns are known wherever congregations sing, lived at Charles Street, St. James's Barton, for many years.

(Left) Interior of the "New Room", Wesley's Chapel, Broadmead. (Right) Equestrian statue of John Wesley at the "New Room".





Eighteenth-century Buildings. (Left) A house in Clifton Vale.

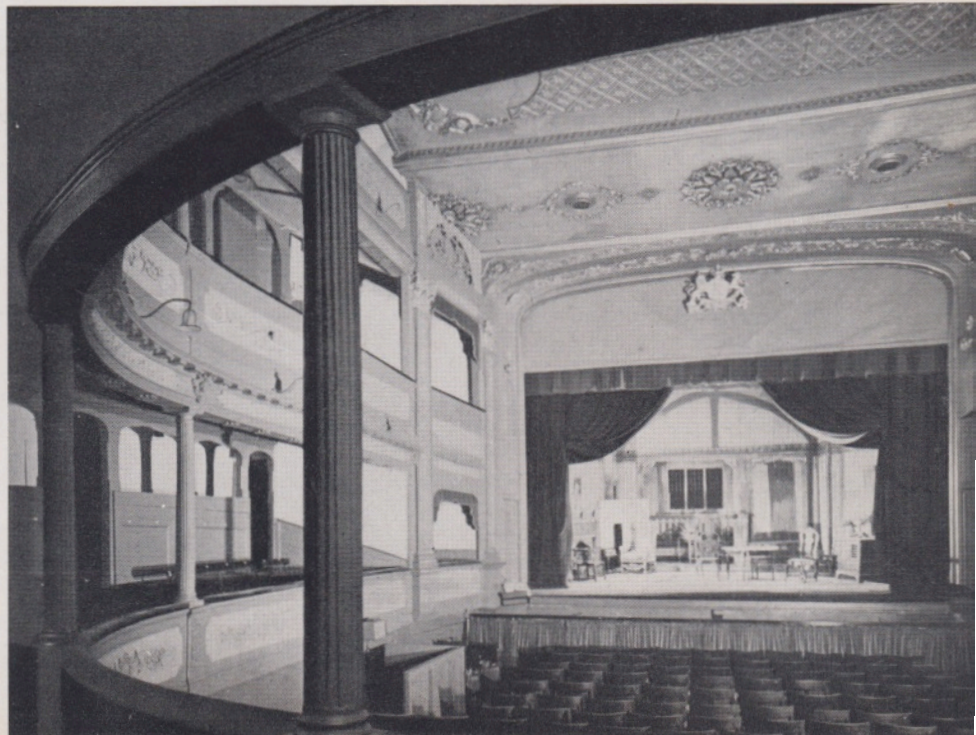
(Right) The Corn Exchange, and All Saints' tower.

The Exchange was designed by John Wood in 1742, and is a notable example of the architecture of this period. The tower and cupola of All Saints' Church (in the background), the architect of which is unknown, have been called "an inheritance of the finest quality, worthy to rank with the work of Sir Christopher Wren himself". At the edge of the pavement are the pillars, called "Nails", shown in the old engraving on page 26.

Bristol's Theatre Royal is the oldest in the country and was opened in 1766. Every great English actor has appeared on its stage. Fortunately, it survived air raid damage and its future as a theatre has been secured through the assistance of C.E.M.A. The architecture is of the same period as that of Wesley's Chapel.

Georgian Doorway in Orchard Street.

Theatre Royal.



ABOUT 1750

The Apprenticeship System

It is rather difficult for us in the 20th century to realise how restricted was the life of the average man in 1750. Few Bristolians would then travel far from their native city. The world beyond was strange to them, and its people regarded as "foreigners", against whom all sorts of restrictions were maintained. Moreover, the control of the city and its trade was in the hands of a few rich merchants and burgesses—a very close corporation. No man could carry on a business of his own in the city unless he were a burgess. This privilege, before 1835, could be attained in one of four ways—by apprenticeship for seven years to a burgess carrying on a business in the City, by birth (being the son of a burgess), by marriage to a widow or daughter of a burgess, or by payment of a fine (from £2 to 100 guineas). In the first case, the apprentice came before the Mayor with his master at the Tolzey Court, his name was enrolled, and he was given a certificate of indenture as shown below. If he faithfully kept the terms of this agreement, at the end of the seven years he was admitted to the Freedom of the City upon taking the Oath of a Burgess, after which he could freely enjoy the privileges of trade in the city, and exercise his right to vote for a Member of Parliament at a parliamentary election.

Sometimes persons received the Freedom of the City as a gift in recognition of services to the town.

The conditions set out in this Apprentice's Indenture are most interesting.

CITY of BRISTOL } to wit. **THIS INDENTURE** made the *Seventeenth* Day of *February* in the Year of our Lord One thousand eight hundred and ~~seven~~ *seventy*. WITNESSETH, That *Joseph Stade* Son of *Christopher Stade* of the *City of Bristol* ~~Master~~ with the consent of his said ~~Father~~ *Father* (testified by his executing this Indenture) hath put himself Apprentice to *John Deane* ~~of the same~~ *City of Bristol* (to be conveyed as ~~Master~~ *Apprentice*) and doth covenant with him to dwell and ~~serve~~ after the manner of an Apprentice, as well in the Art aforesaid, as in all other Arts and lawful commands, faithfully to serve from the day of the date of these Presents, for and during the Term of Seven Years next ensuing: During which said Term, the said Apprentice of his said ~~Master and~~ *Master* shall keep, his Goods he shall not inordinately waste, Taverns he shall not frequent, at Dice he shall not play, Fornication he shall not commit, Matrimony he shall not contract, or Damage to his said ~~Master~~ *Master* within the said Term he shall not do, but well and faithfully shall behave himself in all things, as well in words as deeds, as a good and faithful Apprentice, according to the Use and Customs of Bristol, for the whole Term aforesaid.

AND THE SAID ~~Master~~ *Master* doth hereby covenant for himself that the said Apprentice, as well in the Art aforesaid, as in all other Arts which he now use ~~or hereafter shall use~~, shall and will diligently teach, instruct and inform, or cause to be taught, instructed and informed by other, and shall find him good and sufficient Meat, Drink, *Lodging and all other necessaries* (Apparel and *Washing* excepted) during the said Term; and at the end of the said Term shall pay to the said Apprentice four shillings and six pence towards his Freedom of Bristol, in lieu of his Salary.

AND THE SAID ~~Father~~ *Father* doth hereby covenant for himself that he shall and will at his costs and charges, find and provide for the said Apprentice Apparel of all sorts and *Washing* during the said Term.

AND for the true performance of all and every the Covenants and Agreements aforesaid, either of the said Parties bindeth himself unto the other firmly by these Presents. In Witness whereof the Parties first above-named to this present Indenture have interchangeably set their Hands and Seals. WITNESS *Sir William John Smith* Mayor of the said City, and *Benjamin Fishby* and *Philip George* Esquires, Sheriffs of the same, the Day and Year above-written.

Witness
J. Pomell

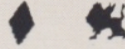
Joseph Stade *mark*
Christopher Stade *of mat*
John Deane

John Deane Town-Clerk.

Joseph Stade has served his term
J. D. Pomell

SMALL D
4
2

CITY of



BRISTOL.



The OATH of a BURGESS.

YOU shall be good and true unto his Majesty King GEORGE ^{3^d} and to the Heirs and Successors of the said King, and to the Lieutenant, Master Mayor of the City of *Bristol*; and the Ministers of the same. in all Causes reasonable, you shall be Obedient and Assistant. You shall keep the Franchises and Customs of this City; and also the Kings Peace here you shall endeavour yourself to keep and maintain.

You shall be contributory to all manner of Summons, as Watches, Taxes Lots Scots, and other Charges within this City to your power

You shall know none unlawfull Assemblies, Riots, or Routs purposed to be made against the King's Laws or peace, but you shall withstand them to your Power, or warn Master Mayor for the Time being thereof, or some of the Head Officers of this City, as speedily as you can.

You shall not colour the Goods of any Foreigner, or Strange, or know any Foreigner or Stranger to buy and sell with another Foreigner, within the precincts of this City, but you shall give Knowledge thereof unto the Chamberlain or his Deputy, without Delay.

You shall not implead or sue any Burgesses of this City, in any Court out of this City; for any Matter whereof you may have sufficient Remedy within this City.

You shall not take any Apprentice that is bond of Blood, and none other except he be born under the King's Obedience, and for no less Term than Seven Years, and that he be bound by Indentures to be made by the Town, Clerk of this City for the time being, or by his Clerk; and at the end of his Term, if he have truly served you all his Term, you shall [if he require you to it] present him to Master Mayor, or to the Chamberlain, to be made a Burgess.

You shall not take or wear the Livery or Cloathing of any Lord, Gentleman, or other Person but only your own or your Crafts, or of Master Mayor, or of the Lord high Steward of this City or of the Sheriffs of the same, so long as you shall be dwelling within this City.

You shall make no Oath or Promise by way of Confedracy, contrary to the King's Laws.

So help you GOD by the holy Contents of this Book.

John Harding, Distiller is admitted into the Liberties of this City,
the first Day of October 1774 *Charles Hotchkin* Esq: Mayor,
John Darbin Junr. & James Hill Esquires, Sheriffs,
for that he was Apprentice of *Abraham James*.
A Freeman of the same.

As appears by the Register Book of Burgesses No. 14 Fol. 113.

R Manserrell Chamberlain.

Read this Oath, dated October 1st, 1774. It shows very clearly the zeal of the burgesses to preserve intact all the local privileges of trade and administration of justice.



Elections, before the days of the secret ballot, were often occasions for much riotous behaviour. Electors had to register their votes in public.

ABOUT 1750

Slaves, Sugar and Tobacco

The overseas trade from which 18th century Bristol derived its fortunes was chiefly founded upon the exportation of cloth and trinkets to Africa, where they were exchanged for ivory and slaves. The slaves were exchanged in America and the West Indies for sugar, rum, and tobacco.

Many sugar refineries offered employment to Bristolians at this time, and their connection with the tobacco trade dates almost from its introduction to this country. The famous family of Wills (to whom the city owes so much) began its connection with the trade between 1786 and 1788. The story of Bristol's slave trade is one of which we are not proud, although we realise that our standards of morality have greatly changed. The heyday of slaving was during the period 1660 to 1786, when Clarkson began his campaign for abolition. In 1756 Bristol carried one-third of the trade, but a decline then set in. In 1771 only 23 ships were engaged, and by 1780 public feeling against it was already active here.

This copy of the instructions given by the owners to the captain of a Bristol slave ship in 1774 is worth reading.

Capt. George Merriek

Bristol 13 Oct. 1774

We appoint you Commander of our Snow Africa and desire you to repair on board her in Kingroad with your Ships Company not exceeding Thirty one in Number yourself included, and embrace the first opportunity of sailing, and make the best of your way to New Calabar, on the Coast of Africa.

You have a Cargo on board on our Account amounting to ¹⁶⁴⁵ ~~1645~~ which you are to Barter for good healthy young Negroes & Ivory, and we desire you'll be very careful in the Purchase of the Negroes not to buy any Old Slaves or Children, but Good healthy, young Men & Women, & buy all the Ivory you can and when you are half Slaved dont stay long if there is a possibility of getting off, for the Rigue of sickness & Mortality then becomes great. We recommend to you the care of your White People, for when your Crew is healthy they will be able to take care of the Negroes. I be sure you get your Wood on board & Water filled sufficient for the Voyage in time, that you may not be detain'd on the Coast when Slaved (besides the neglect of such a thing woud lumber the Ship when the Negroes want the room) let no Candle be made use of in drawing Spirits, or to go near the Powder, and let the most careful of your Officers & People be employ'd to do that duty. We recommend to you to treat the Negroes with as much lenity as safety will admit, and suffer none of your Officers or People to beat or abuse them, under any pretence whatsoevr, be sure you see their Victuals well dress'd & given them in due Season, your seeing those orders fulfill'd will contribute much to a healthy Ship & of course to a good Voyage. We recommend to you to make fires frequently in the Negroes rooms, as we think it healthy, & you have Iron Kettles

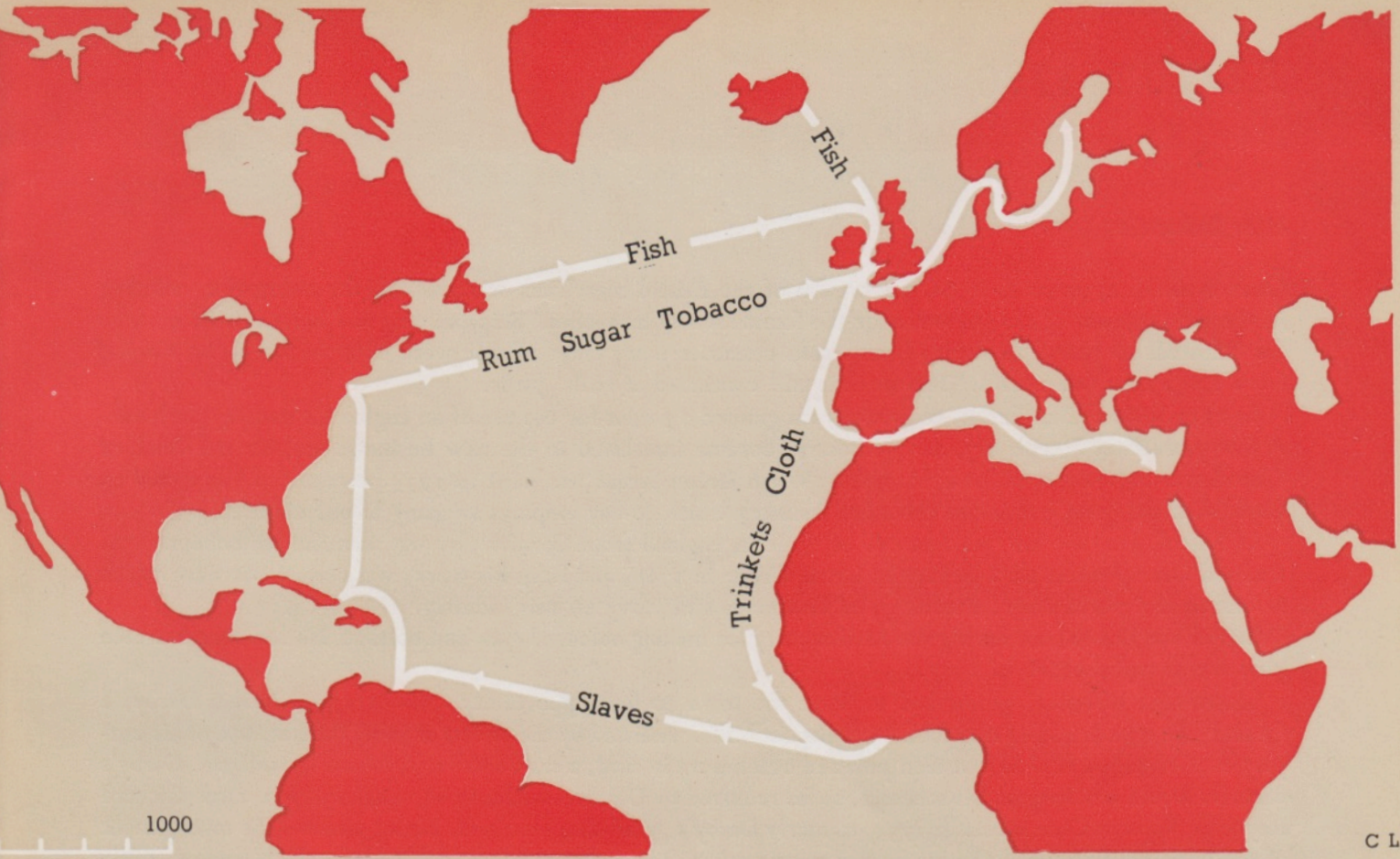
on board for that purpose. We recommend Mutton both in Fluxus, so that you'll endeavor to purchase as many Sheep & Goats to bring off the Coast for that purpose as you conveniently can and appoint some of your people to feed them by hand, by which means they will be preserved and kept in good order.

When you have finish'd your Trade on the Coast make the best of your way to the Island of Vincent, and there apply to Messrs. Atkes & Houston in whose hands you'll find our further instructions.

In compliance with these our orders but not otherwise we allow you Two Pounds per Month Wages, and six Pounds out of every One hundred & six Pounds of the Net proceeds of the Negroes, your Chief Mate Mr. John Matthews Three per Centage Negroes, on an Average with the Cargo paying us Fifteen Guineaes per head for them, your second Mate One Negroe privilege, your Surgeon One Negroe privilege, all on the same terms. You nor your Officers are allow'd to carry any Private Adventure to purchase Slaves or Ivory on penalty of forfeiture of the whole to the Owners. In case of your Mortality which hope God will prevent your Chief Mate Mr. John Matthews is to take the Command of our Ship & follow those our Orders & Instructions, and so on in succession, Dupate wherever you go, be frugal in your Disbursements and advise us of your proceedings by every opportunity. You are to settle with your Officers in the West Indies for the cost of their privilege Negroes, take of the Gentlemen that sell our Negroes Money to pay half Wages, Port Charges, & Doctors head money, & sell any returned Goods you might have to ease the disbursements. We are, Wishing you a good Voyage & safe return.

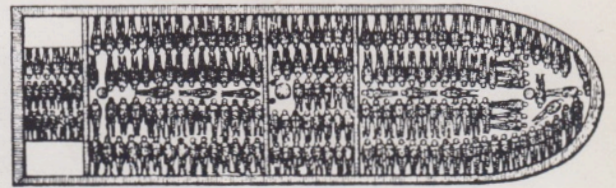
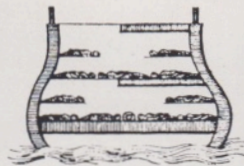
P.S. Take care to enter your Ship in the West Indies before you land any Negroes to prevent seizures & trouble,

Your Friends & Owners -
John Childerth
John Anderson
Lucas
Jam. Rogers



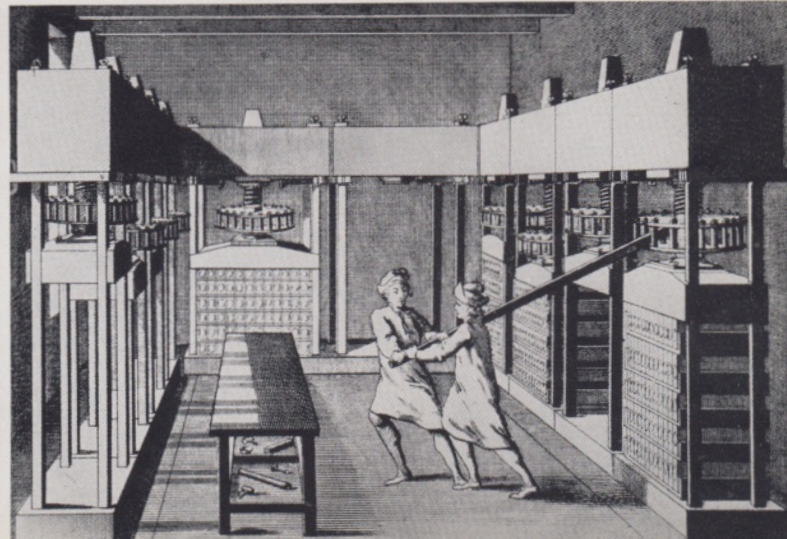
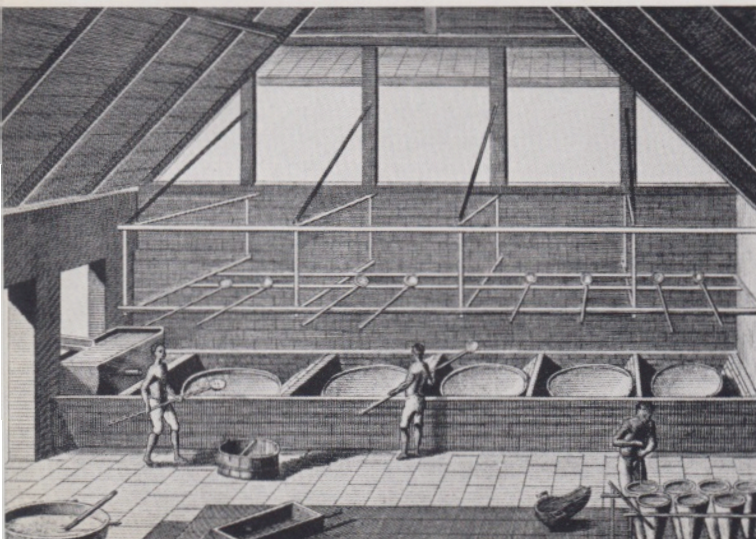
The bulk of the city's wealth was now derived from the round trade—cloth, trinkets, etc., to Africa, ivory and slaves thence to the West Indies and America, exchanged in their turn for rum, sugar and tobacco.

I who was Born a *PAGAN* and a *SLAVE*
 Now Sweetly Sleep a *CHRISTIAN* in my Grave
 What tho' my hue was dark my *SAVOR'S* Sight
 Shall Change this darkness into radiant light
 Such grace to me my Lord on earth has given



(Left) In Henbury churchyard there is a tombstone to Scipio Africanus, a slave who was afterwards a servant to the Earl of Suffolk. The first part of the epitaph is reproduced here. (Right) This reproduction of a contemporary engraving shows how slaves were packed in the boats which took them from Africa to the West Indies. It is not surprising that many died on the voyage.

Two contemporary prints showing Bristol industries. Sugar Boiling (note the "loaf" moulds in the foreground), and Pressing Tobacco.



ABOUT 1750

New Industries

Once again in 1750, as in 1500, the wealth of the Bristol merchants was available for enterprise, whether in the development of old industries or the foundation of new ones. Ship-building had been carried on here for hundreds of years. In the 17th and 18th centuries many ships of war were built in the yards, ranging from 1,050 tons downwards. The work is still continued at Hills' yards.

In 1731 Walter Churchman, of Bristol, was granted a patent for the use of an engine for making chocolate. A few years later Joseph Fry, an apothecary, became interested in the new business, and, on the death of Churchman in 1761, took over his mills. When Union Street was built in 1777 he removed there, and so established the great cocoa and chocolate industry which to-day employs so many of our citizens.

In Bristol, too, the first porcelain to be made in England from Cornish clay was manufactured about 1750. Richard Champion set up a pottery in Castle Green in 1768, and from his works was turned out ware which is famous the world over. Pountneys of Fishponds still carry on this industry.

Bristol was also famous during the 18th century for making coloured glass and bottles. No less than fourteen glass works were active in 1797.

Sometimes, however, genius had to leave the town to find opportunity. About 1707, Abram Darby, a Quaker, set up a brass and iron foundry at Baptist Mills. Assisted by the efforts of John Thomas, one of his employees, he learned how to cast iron pots and other ware in sand, a craft hitherto confined to Holland. Darby's partners would not support his schemes, so he removed to Coalbrookdale, in Shropshire. Here came Richard Reynolds, born in Corn Street in 1735, to marry Darby's grand-daughter, and, having assumed the management of the business, discovered the method of using coal in the smelting of iron, a discovery which made possible the Age of Machinery. Reynolds made a huge fortune, much of which he gave away in his native city.

Durdham Down Races offered a popular annual amusement. They lasted several days, and included horse and foot races.





Four characteristic trade cards. The three for tobacco are late 18th century and that for the china shop is early 19th.



(Above) In the 18th century Bristol was a famous centre for glass manufacture, specialising in a dark blue glass. In Donn's map (page 37) thirteen "glass houses" are shown. Bristol was also equally famous for fine porcelain.

(Below) Bristol was the city in which the manufacture of chocolate was first developed as an industry. The trade card (left) was issued in 1732. Soap-making was another flourishing Bristol trade of this period and is shown in the right-hand print.

SOLD HERE
by particular Appointment
 with printed Directions for using
CHURCHMAN'S
PATENT CHOCOLATE.
made (ONLY) by J. S. Fry & Sons, Bristol.
 (SUCCESSORS TO THE PATENTEE)
 This Chocolate has maintained the first reputation for near a Century & is strongly recommended by the Faculty for its peculiar fine flavor, & the light and salutary nutriment it affords in all Nervous, Consumptive & Scorbutic Cases.

Also *FRY'S* Genuine
PATENT COCOA
 which has continued in the highest repute for many Years, & is recommended in preference to every other kind of Breakfast to such who have tender habits, decayed health, weak lungs, nervous or scorbutic tendencies.

Fry & Sons earnestly caution their Friends against all spurious kinds, None being GENUINE but what has their Names on the Label, to counterfeit which is Felony



WHAT HAPPENED BETWEEN 1750 and 1930



A Great Western train about 1840.

New Roads—then Railways

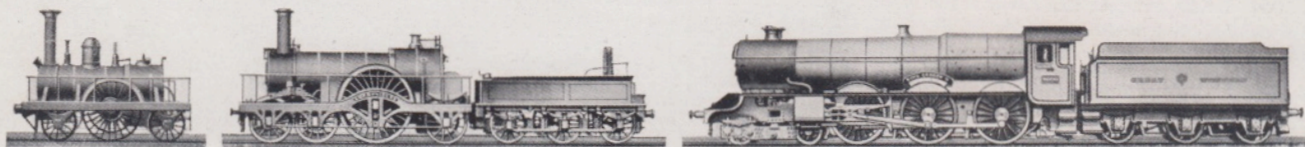
Two subjects dominate this period; the development of transport and the change from aristocracy and personal privilege to parliamentary democracy.

Bristol has always been an important distribution centre, and industrially has relied upon the development of a large number of small trades rather than upon one or two large ones. Hence, the worst effects of the Industrial Revolution were not felt here. Even so, the coming of the Machine Age was bound to revolutionise the life of the town.

One of the greatest changes took place in transport. The turnpikes set up in 1726 proved to be no solution to the problem of bad roads; it was the science of road-making itself which was at fault. The cure came mainly from a Bristolian. John MacAdam took up his residence here in 1802, and became a Freeman of the City. He invented a new system of road construction, using clean dry stones of not more than 6 ozs. in weight. The road bed was raised above the level of the ground on either side, and good drainage was regarded as essential. MacAdam was made Surveyor of the Bristol Turnpike Trust in 1815, and soon his roads were a pattern for the world. He was badly treated by his employers, but his work brought honour to Bristol, and made possible the development of modern road traffic.

Railways soon followed. In 1835, an Act of Parliament was passed authorising the construction of a line from Paddington to Bristol. Brunel was the engineer, and he chose the 7-foot gauge (altered in 1892 to the standard 4 ft. 8½ ins.). The first train out of Paddington left in 1838 on a 22½-mile track. In 1840 the track reached Bristol. The Great Western Railway had completed its first great section of line. The early trains took four hours to reach London compared with 16 hours by mail coach. The maximum speeds have not changed greatly since that date, but remarkable progress has been made in the comfort, safety and efficiency of British railways.

Great Western engines: "North Star" (1838), "Lord of the Isles" (1851), "King George V" (1927).





A scene outside a coaching inn in the early 19th century, and (below, taken from the Great Western Railway centenary film) the departure of the first G.W.R. train from Bristol in 1848. The advent of the railway greatly reduced the time for the journey from Bristol to London. In 1784 Palmer's first Mail Coach took 16 hours to reach London; the first railway train covered the same distance in about four hours.



1750-1930

A Lost Opportunity

Brunel soon persuaded the directors of the G.W.R. that Bristol must be just a stage on the route to New York. The ocean journey was to be achieved by a steamship of new design. The *Great Western* sailed from Bristol on April 8th, 1838. She was not the first steamship to cross the Atlantic, but her voyage marked the beginning of a new era in ocean travel. She completed the outward journey in 15 days, with less than half the coal estimated. The steamship had come to stay.

Bristol now lost a golden opportunity. A government contract for the conveyance of mails to America was secured by a Scotsman named Cunard, who built four vessels of the "Great Western" type, making Liverpool his headquarters instead of Bristol.

Matters soon became worse. The abolition of slavery led to a decline in the sugar trade. Then the increasing size of ships demanded greater facilities for unloading than the tidal Avon and Frome afforded, so in 1803 a Dock Company was formed to divert the Avon through the "New Cut" (see map, page 51) and convert the Frome and Avon waterways into a "Floating Harbour", from which the water would not be drained with every tide. This was completed by 1809, but the high charges levied drove trade to other ports. The Municipal Reform Act of 1835 enabled the Company to be bought out by the town in 1848. The charges were reduced, and the trade rolled back. But by this time many vessels had become too large to navigate the Avon easily, so new docks were erected at Avonmouth (1877), and Portishead (1879). Both were foolishly allowed to fall into the hands of private companies, and their competition with the city docks was serious. Not until 1884 did the Corporation secure control of the whole of the facilities of the Port of Bristol.

Arrival of the "Great Western" steamship at New York, and the placard advertising the new service, issued in April, 1838.

STEAM TO NEW YORK.

THE

Great Western,*Of 1340 Tons Register, and 450 Horse Power,*

Strongly built, Coppered and Copper-fastened, with Engines of the very best construction, by Maudslay, Sons, and Field, AND EXPRESSLY ADAPTED FOR THE BRISTOL AND NEW YORK STATION.

Lieut JAMES HOSKEN, R.N., Commander.

Will Sail DIRECT from Bristol

On the 7th APRIL, 1838.

AT TWO O'CLOCK IN THE AFTERNOON.

The rate of Cabin Passage is 35 Guineas, to be paid on securing State Rooms, for which please to apply at The GREAT WESTERN RAILWAY OFFICE,

Prince's-Street, Bank, London

Messrs GIBBS, BRIGHT, & CO., Liverpool

Messrs HAMILTON, BROTHERS & CO., Glasgow

Mr ROBERT HALL, Cork

Mr C. CLAXTON, Managing Director, Great Western Steam Ship Office, 19, Trinity-Street, Bristol.

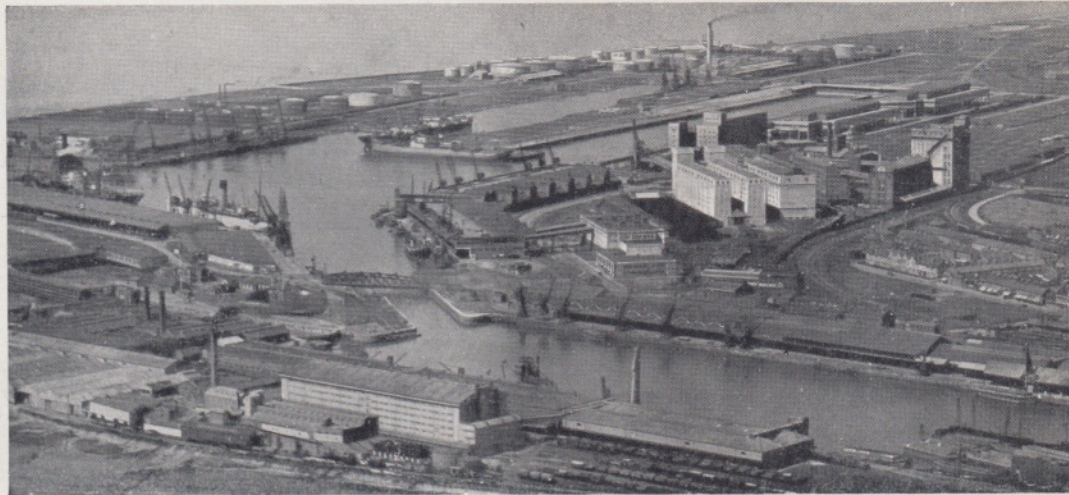
To Officers on duty in her Majesty's Service, and their Families, some allowance will be made for their travelling expenses to Bristol; and those from the Depot at Cork will have their passage money, by the regular Steamers to Bristol, allowed. For Families, a reduction will be made in proportion to their numbers and the berths they require. Children under 15 years and Servants half-price. No Letters will be taken except on payment of 1s. the single sheet each. Newspapers and Slips, 3d. each. Parcels in proportion to size and weight, and a small quantity of Light Goods at £5 per ton. Specie and Valuables, one-half per cent.

This Ship has Coal Storage for 25 Days' constant Steaming, and therefore will not require to touch at Cork for Coal.

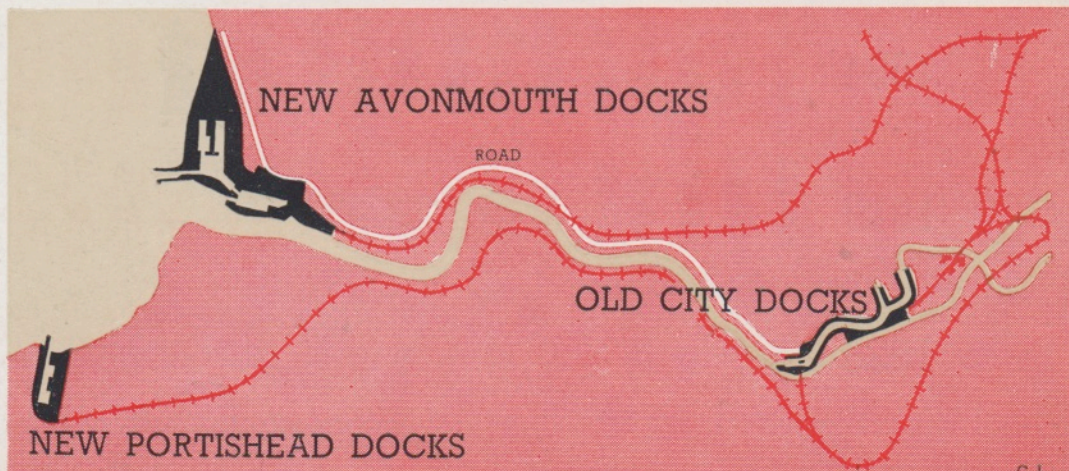
Printed at the Bristol Mirror Office by John Taylor.



A comparison of these two pictures of the harbour near Redcliffe shows the considerable development of facilities since 1787, when the first picture was painted. Note that the tower of St. Mary Redcliffe had not yet received its spire.



The Docks at Avonmouth came into being to overcome the difficulty which the bigger ships had in navigating the Avon up to the City Docks.



1750-1930

Financial and Parliamentary Reform

An extension of banking facilities now became essential. By 1825 there were ten Banking Houses in the city. In that year, owing to wild speculation by some bankers, followed by a sudden drop in exchange values, a disastrous panic ensued throughout the country. Only one Bristol bank, the Bullion Bank, failed, but three more went out of business. To prevent the recurrence of such a panic, three notable measures were taken. By the Joint Stock Act of 1826, the prohibition on the establishment of provincial banks with more than six partners was removed; branches of the Bank of England were established in provincial towns; and the issue of notes under the value of £5 by local banks was prohibited.

In 1831 reform was "in the air". There was much dissatisfaction at the way in which local affairs in many towns were left to the control of a very small section of the community. Our own Council was a body of self-elective burgesses, practically confined to members of the Merchant Venturers Company. Then there was the wider question of Parliamentary Reform. In 1831 Russell's Reform Bill was rejected in the Commons, and Grey's in the Lords. Prominent among the opponents of these measures were the Bishop of Bristol and Sir Charles Wetherell, the Recorder. The visit of the latter to Bristol to open the Assizes in October was the signal for the outbreak of fierce riots. Much of Queen Square was destroyed. The jails were set on fire, and the Bishop's Palace ransacked. Order was restored only when troops attacked the mobs with vigour and killed several people. Of the prisoners taken, four were hanged and 88 sentenced to transportation or imprisonment.

But the Reform Bill became law in 1832. It was clear that faults in local government were largely responsible for the riots, and as the result of investigations, the Municipal Reform Act of 1835 was passed.

This chart illustrates the growth of the electorate. Each line of figures represents the total adult population at the date shown. The Reform Bill of 1832 doubled the number of electors but still only 1 out of 20 had a vote. In 1872 the Ballot Act was passed which made voting secret. In 1918 women were given the vote for the first time and in 1928 all those over 21 became entitled to vote.





An impression of the scene in Queen Square in 1831 during the riots over the passage of the Reform Bill.

The stoppage of the Bullion Bank in 1825, when several Bristol Banks ceased payment following wild speculation.



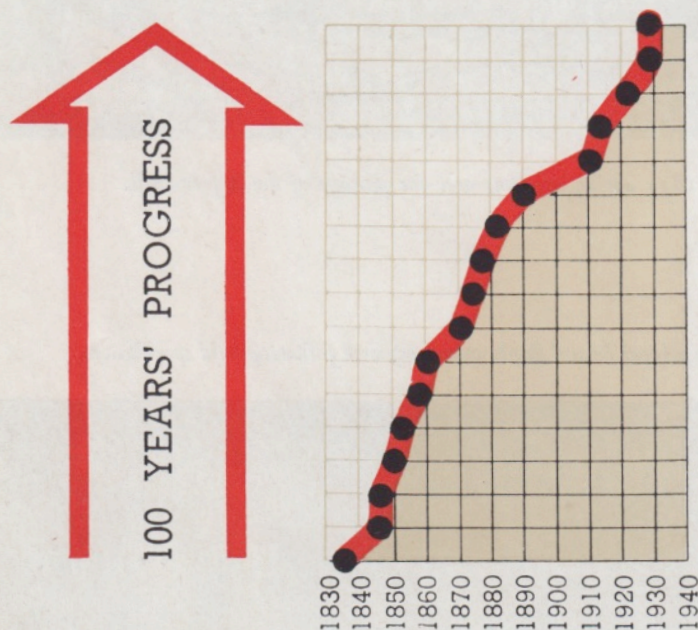
BRISTOL BEFORE THE WAR

The Growth of Municipal Government

Bristol afforded an unfavourable specimen of the old and corrupt type of administration. Vacancies on the Council of 43 members were filled by selection from among the burgesses by the Council itself, while the Aldermen elected new members to their own bench. By the new Municipal Corporations Act, 1835, the membership was raised to 64, Councillors were to be elected by all inhabitants who had paid the poor rate during the previous three years, and the Aldermen were to be elected by the Council.

At first, the chief functions of the Council were the lighting and watching of the borough, but by later Acts of Parliament these functions were extended until they covered every branch of local welfare.

When did these changes come about?



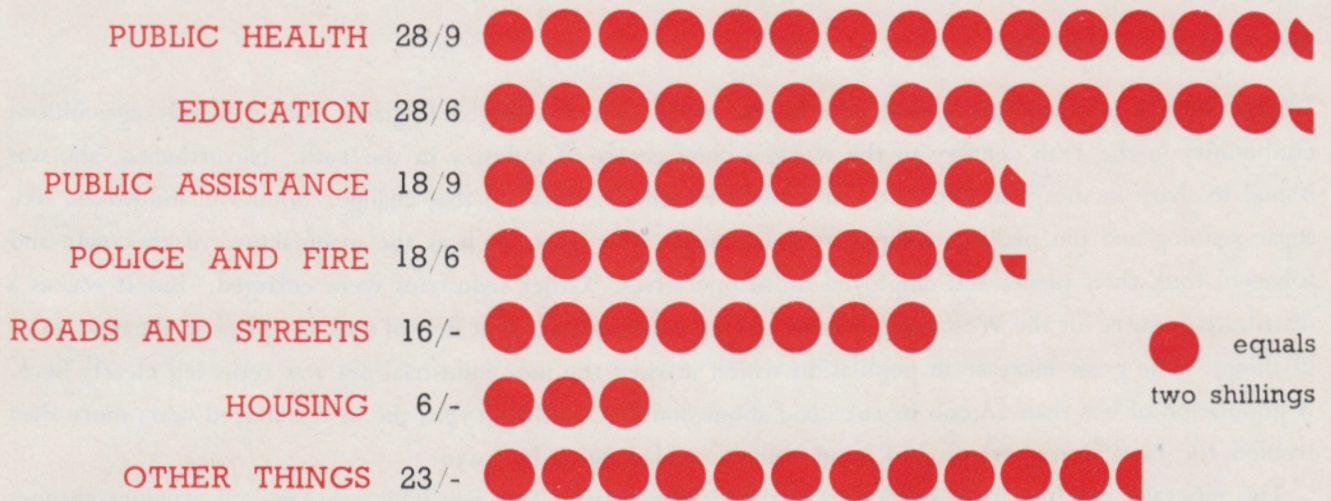
Social Welfare Committee : Municipal	
Airport Committee	1929
Town Planning Committee	1923
Housing Committee	1917
Maternity & Child Welfare Committee	1913
Museum & Art Gallery Committee	1892
Electricity Committee	1884
Public Fire Brigade	1877
Refuse Disposal organised	1875
Bristol School Board	1871
Downs Committee	1861
First Underground Sewer	1858
Public Libraries Committee	1853
First Public Baths	1850
City Docks acquired : Public Health Committee	1848
Watch Committee	1836

How does the Council get its money?

The services now rendered by the Council were naturally very costly. In 1943, after deducting Government grants and some small credits from other sources, there still remained about £2,200,000 to be found by the ratepayers of the city.

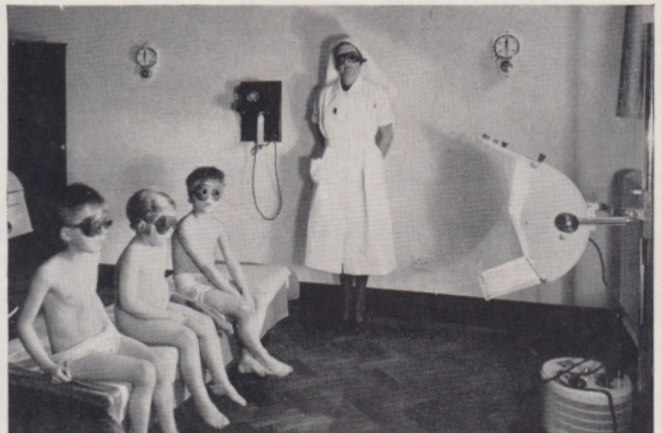
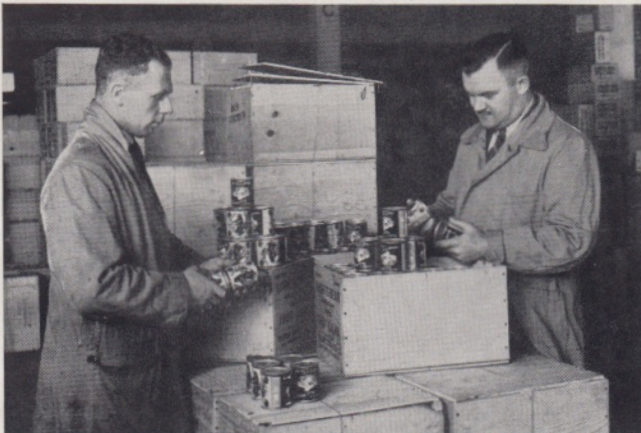
The rates are local taxes raised on all property except agricultural land. The local authority decides through its surveyors what is the annual rental value of each individual property, makes an allowance for maintenance and repairs, and the result is the "assessment" or rateable value. The rate in 1943 amounted to 13s. 6d. in the £ on this assessment. In this year the Corporation spent an amount which averaged nearly £7 for every individual in the city. The next chart shows how this money was spent.

How is this money spent ?



Each ratepayer thus contributes an average of £6 19s. 6d. per annum to these Public Services.

We know that the City provides many services, such as police and education, but not everyone realises the variety of municipal activities. Here are four examples chosen at random. The top left-hand photograph shows the examination of foodstuffs sold in the city, and that on the right, ultra-violet ray treatment for children. Below (left) is the Children's Library, while the right-hand picture reminds us that the city is responsible for seeing that noxious weeds do not grow to infest our gardens and allotments.



BEFORE THE WAR

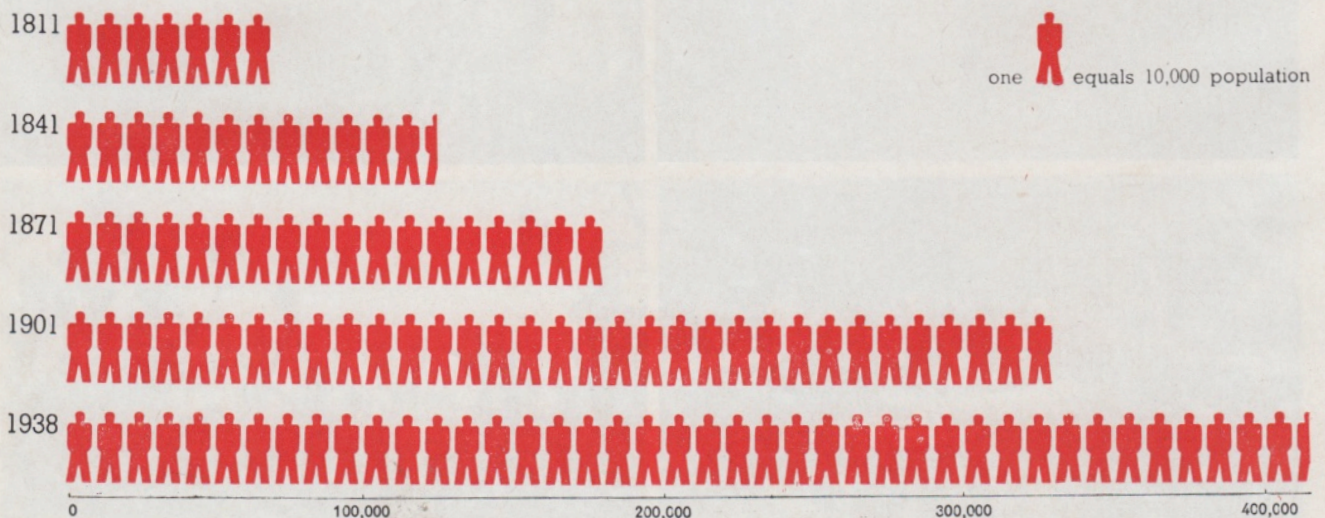
The Growth of the City

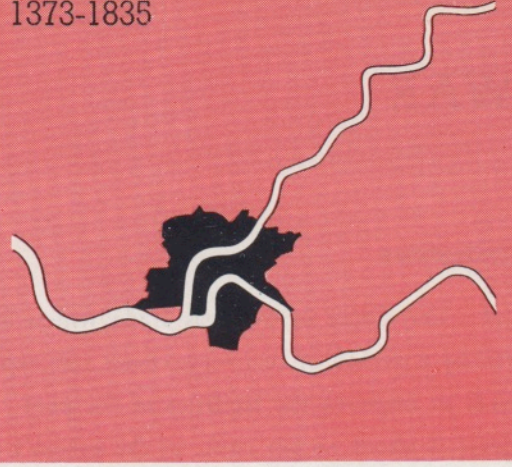
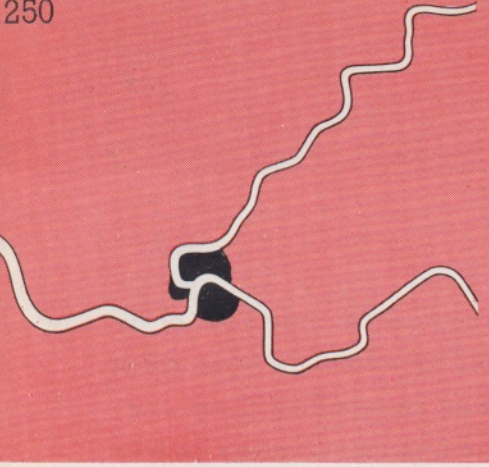
Bristol did not play any prominent part in the events which changed England from a mainly agricultural community in the 18th century to the world's chief centre of industry in the 19th. Nevertheless, she was bound to share in the great expansion of activity which accompanied that change. Some old industries, like sugar refining and pin making, disappeared; but some new ones, such as the manufacture of chocolate and tobacco, took their place, and employed more operatives. Other industries were enlarged. But it was as a distributive centre for the West and Midlands and for overseas trade that Bristol took her place in the new order of things. The great increase in population which marked the new industrial era was reflected clearly here. A population of less than 20,000 in 1650 had about doubled itself by 1750; the next hundred years more than trebled the new figure, which had been almost trebled again by 1930.

This naturally resulted in an expansion of the city boundaries at a rate which dwarfed all previous changes into insignificance. The area within the city boundary in 1373 was about 755 acres; the Municipal Reform Act of 1835 added another 3,706 acres; subsequent extension had brought the total to 24,381 acres in 1935, or thirty times its original size. An examination of the maps and chart on these two pages will help the reader to appreciate how revolutionary these changes were. The new problems of local administration were of such complexity that mistakes were almost inevitable. The city sprawled outwards, demanding more and more room for itself. Areas in the centre became congested and unsuitable for residential purposes; new homes had to be found for the people on the outskirts of the built-up areas, but they in their turn were soon surrounded by bricks and mortar. The need for long-term planning became clear, and this was facilitated in 1909 by the passing of the first general Town Planning Act, to be followed by others in 1919, 1925 and 1932.

GROWTH OF THE POPULATION OF BRISTOL

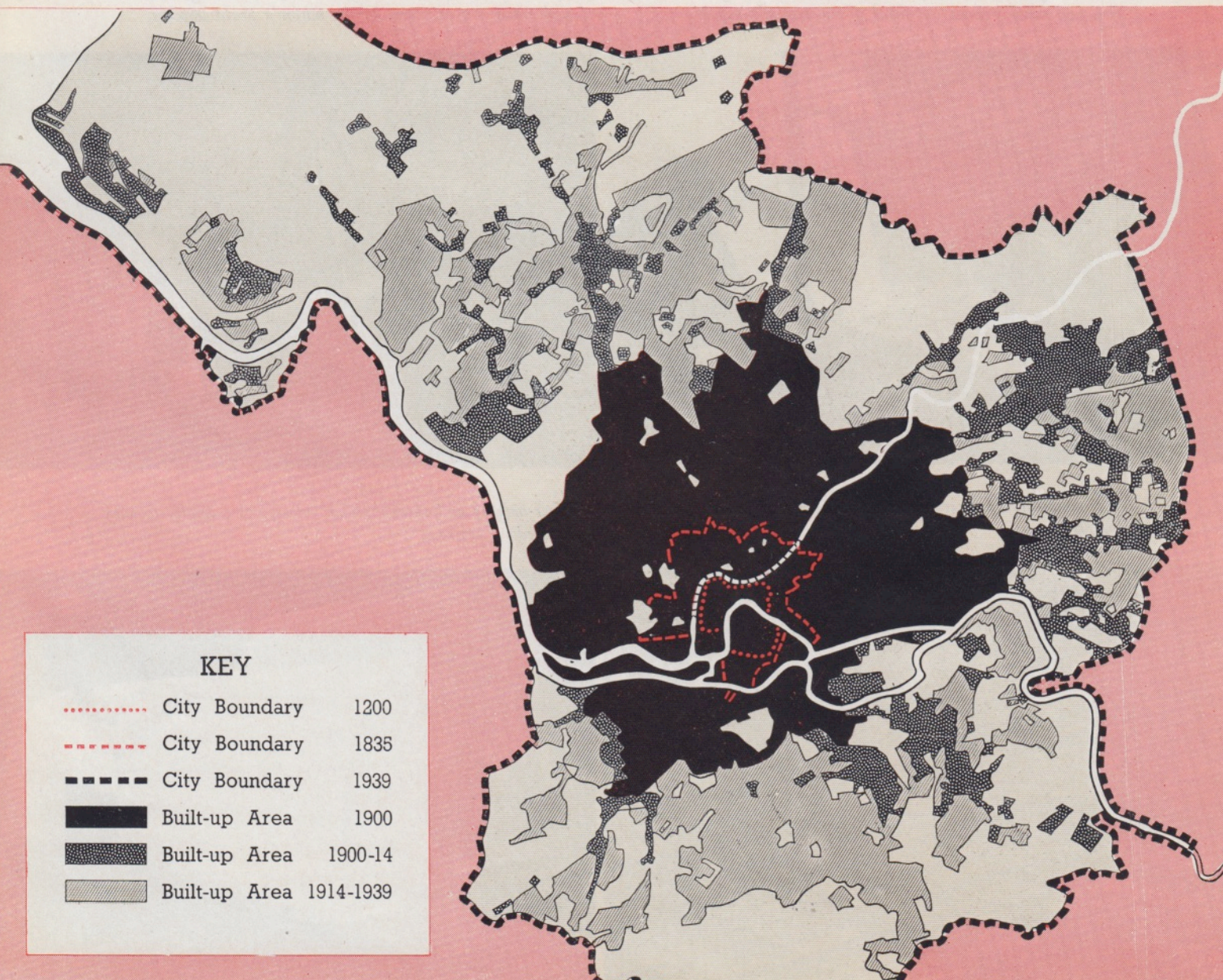
The population was 3,000 in 1200; 12,000 in 1377; 15,000 in 1600; and 25,000 in 1700





The waterways of Bristol have always played a prominent part in her history. These maps, besides indicating the slow growth of the city up to the 19th century, show how the original courses of the Frome and Avon were changed to conform to the city's commercial needs.

A Saxon settlement covering a few acres has grown to a city covering about 25,000 acres. This map shows the stages by which the change has been accomplished.



KEY		
.....	City Boundary	1200
- - - - -	City Boundary	1835
- - - - -	City Boundary	1939
■	Built-up Area	1900
▨	Built-up Area	1900-14
▩	Built-up Area	1914-1939

BEFORE THE WAR

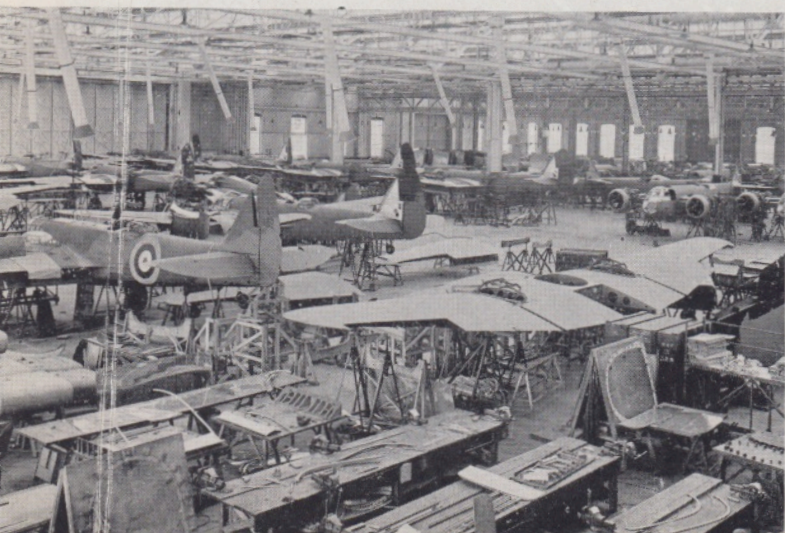
Expanding Imports and New Industries

Let us look at the Bristol of 1938. The decay in overseas trade which had marked the early years of the previous century had been followed by a period of recovery. Fruit had replaced sugar from the West Indies, and strenuous efforts had been made to improve the facilities of the port. Grain imports from almost every producing country in the world grew to about 10 per cent. of the nation's total imports; oil storage facilities and cold storage plant of the most modern type were provided, and by 1938 nearly 3 million tons of imports were being handled from all over the world. Few exports go from Bristol, and the total for that year was only about 66,000 tons, mainly chemicals, ores and general manufactured goods. Two new industries—the making of aeroplanes and paper—were started.

Bristol imported in 1938 over 6 million bunches of bananas (80,500 tons)—about one-third of the nation's supply.



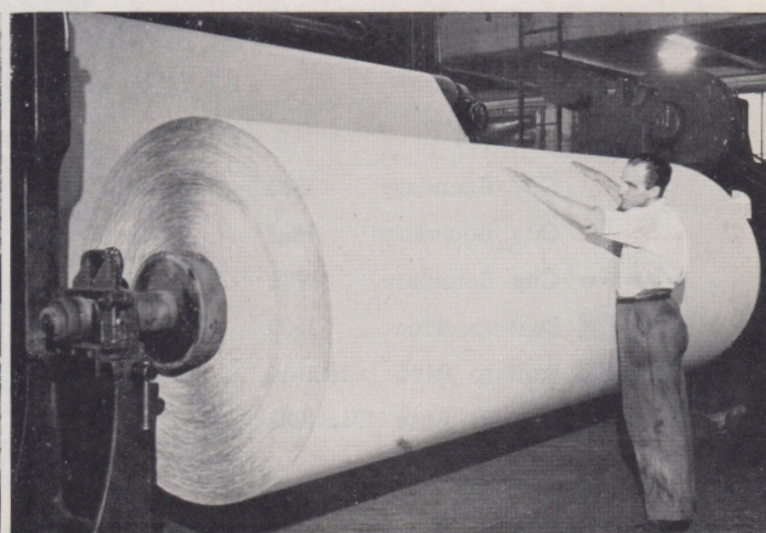
The manufacture of aeroplanes provided a new industry with a great future.



Special suction plant, conveyor belts, and storage silos dealt with about 10 per cent. of the nation's grain imports.

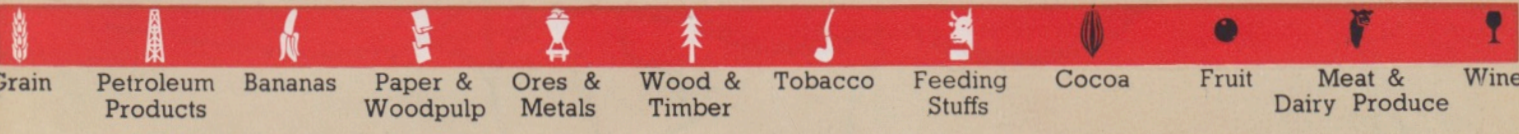


Paper-making and cardboard box manufacture employed many hundreds of workers.





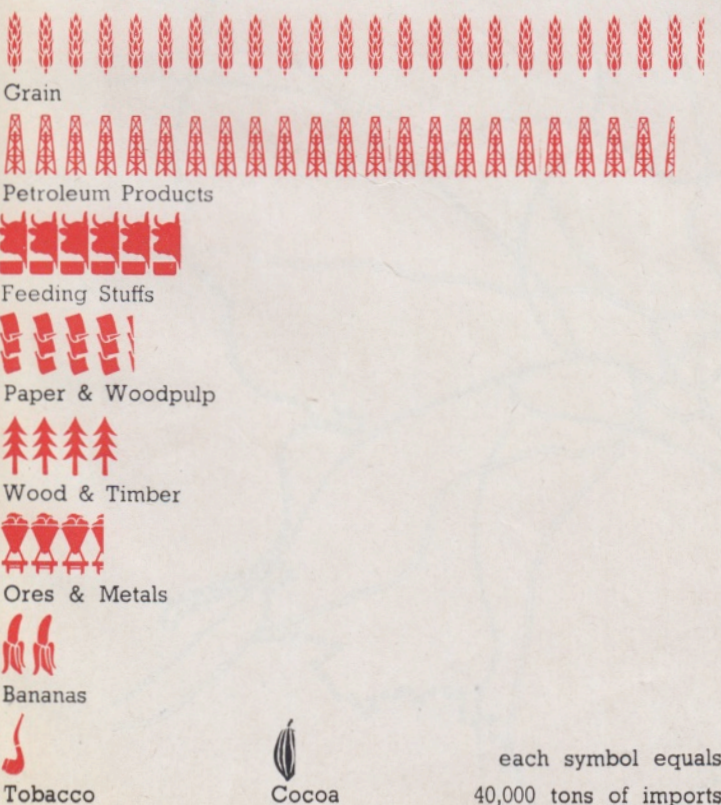
WHITE SYMBOLS. Chief Imports more than 40,000 tons per year BLACK SYMBOLS. Other important imports.



Principal Bristol imports in the 20th century. Nearly one-third came from our Overseas Empire. The restricted trade of the 18th century (see page 45) had been succeeded by a widely distributed one, less likely to be affected seriously by temporary depressions.

This chart of Bristol's main imports in 1938 shows that grain and petroleum were the largest.

Bristol offers unrivalled facilities as a distributive centre for the West and Midlands.

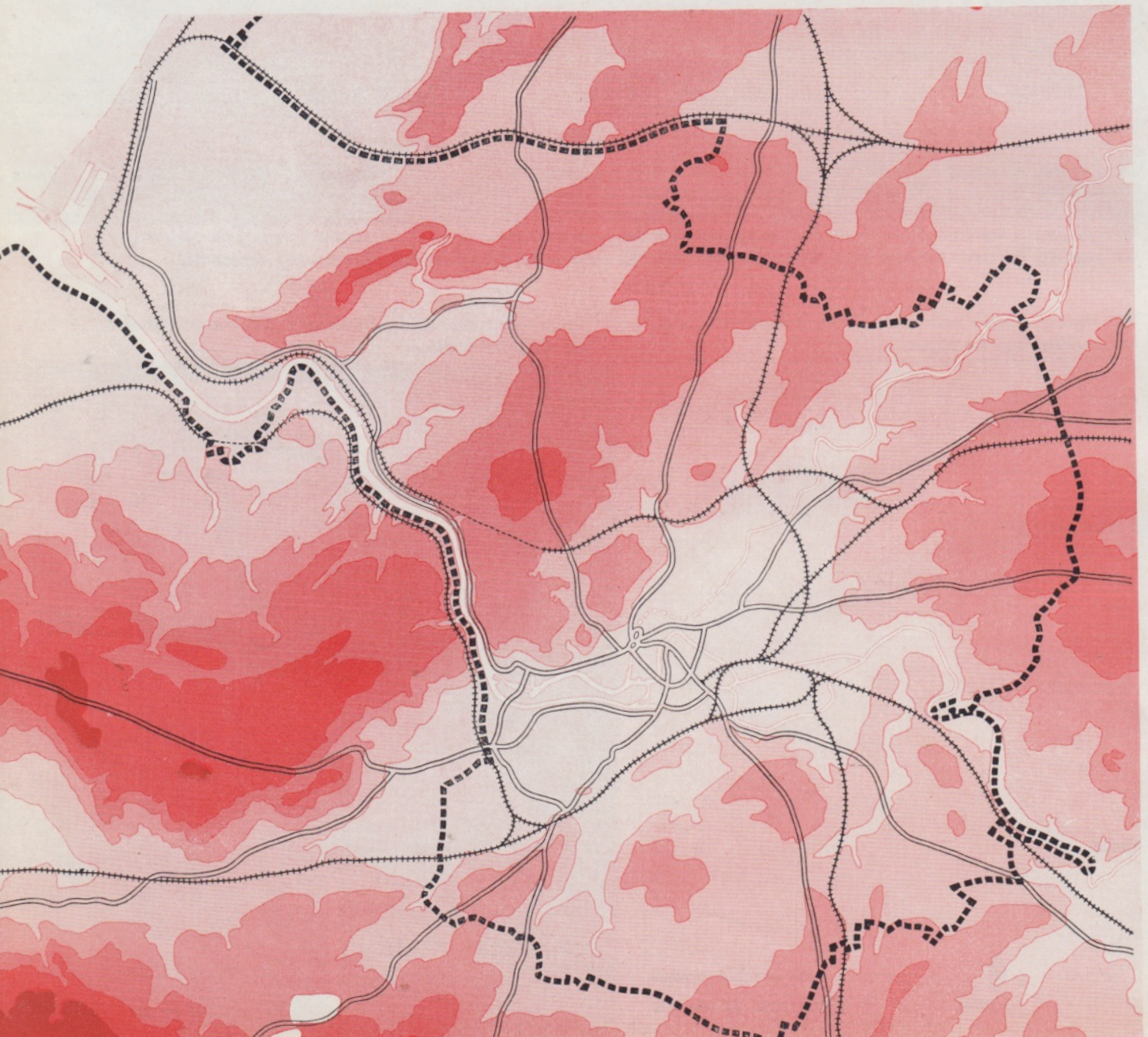
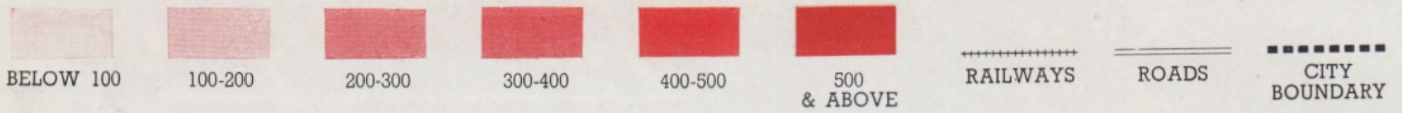


BEFORE THE WAR

How Bristol's Land was used

The centre of the city lies in a restricted area of low-lying land at the confluence of the Avon and the Frome. Earliest communications were by river east and west, but roads soon radiated in all directions like the spokes of a wheel, for nowhere were the surrounding hills so high as to afford an impassable barrier. When the railways came, a similar pattern emerged, with its centre a little to the east of the river junction.

This contour map shows the main roads and railways serving the city.



Naturally, the city's commercial and industrial activities tended at first to congregate round the two hubs of communication, with a strong preference for waterside sites. As congestion grew, offices, shops and warehouses radiated outwards along the main roads in a ribbon-like development. Residential areas spread outwards in a similar manner, first along the main roads, and then the gaps between them were filled until a wide circle of almost entirely built-up area had been created. The foresight of the city authorities has preserved a number of fine open spaces, among which are the Downs, Leigh Woods, and the Blaise Castle Estate.

This map shows how the land in the city area is used. Pale pink represents undeveloped land.



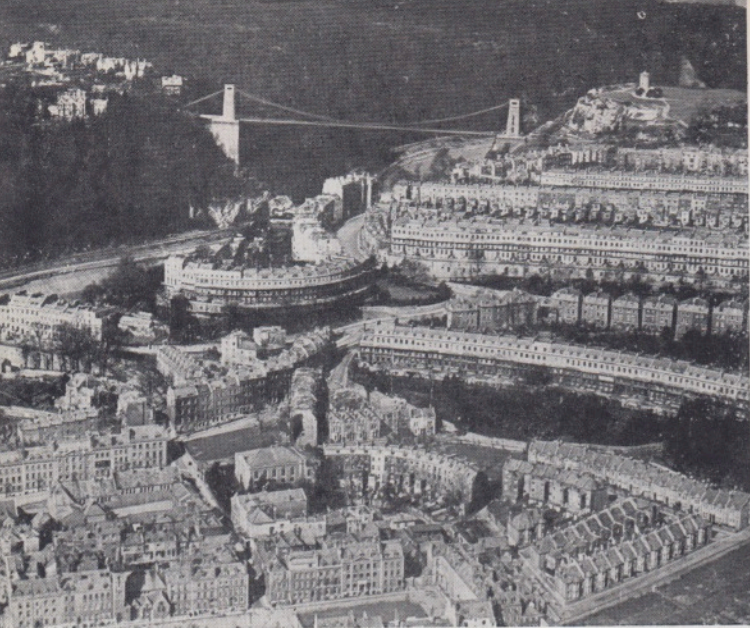
BEFORE THE WAR

An Aerial Survey

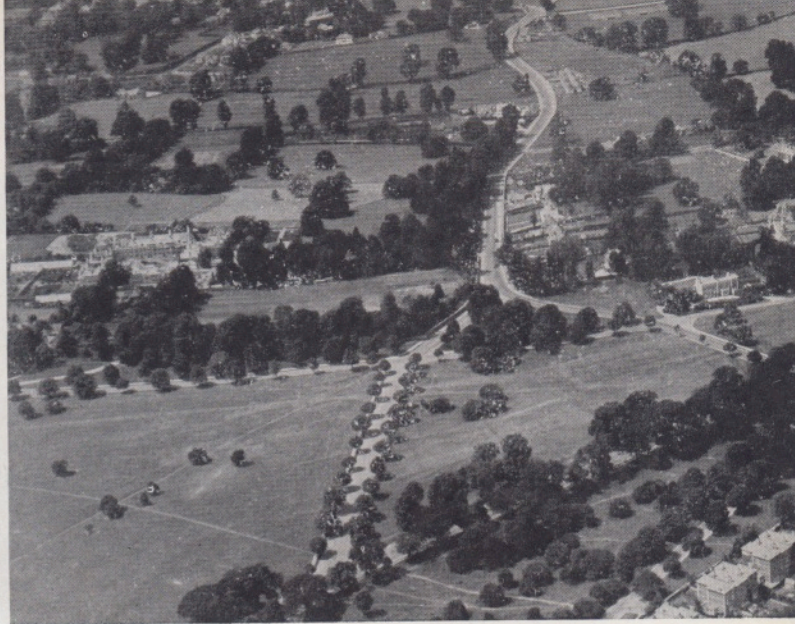
The approach to the city from the west by way of the Avon valley shows how the waterways have exercised a decisive influence on the city's growth. The construction of the New Cut (*right*), between 1804 and 1809, enabled the Avon itself (*centre*) to be changed into a large dock. Warehouses, factories, and port installations lined it on both sides right up to the centre of the city, which is partially obscured by the smoke from the factories in the river valley. The area on the extreme right of the picture (Bedminster and Ashton Gate) became covered with row upon row of dwelling-houses to accommodate the growing population, while behind these can be seen tobacco and other factories lying within easy reach of the railway. In the distance, housing estates are being developed on the high ground to the south-east of the city.

An air view of Bristol from the west, showing the development on the banks of the River Avon and New Cut.



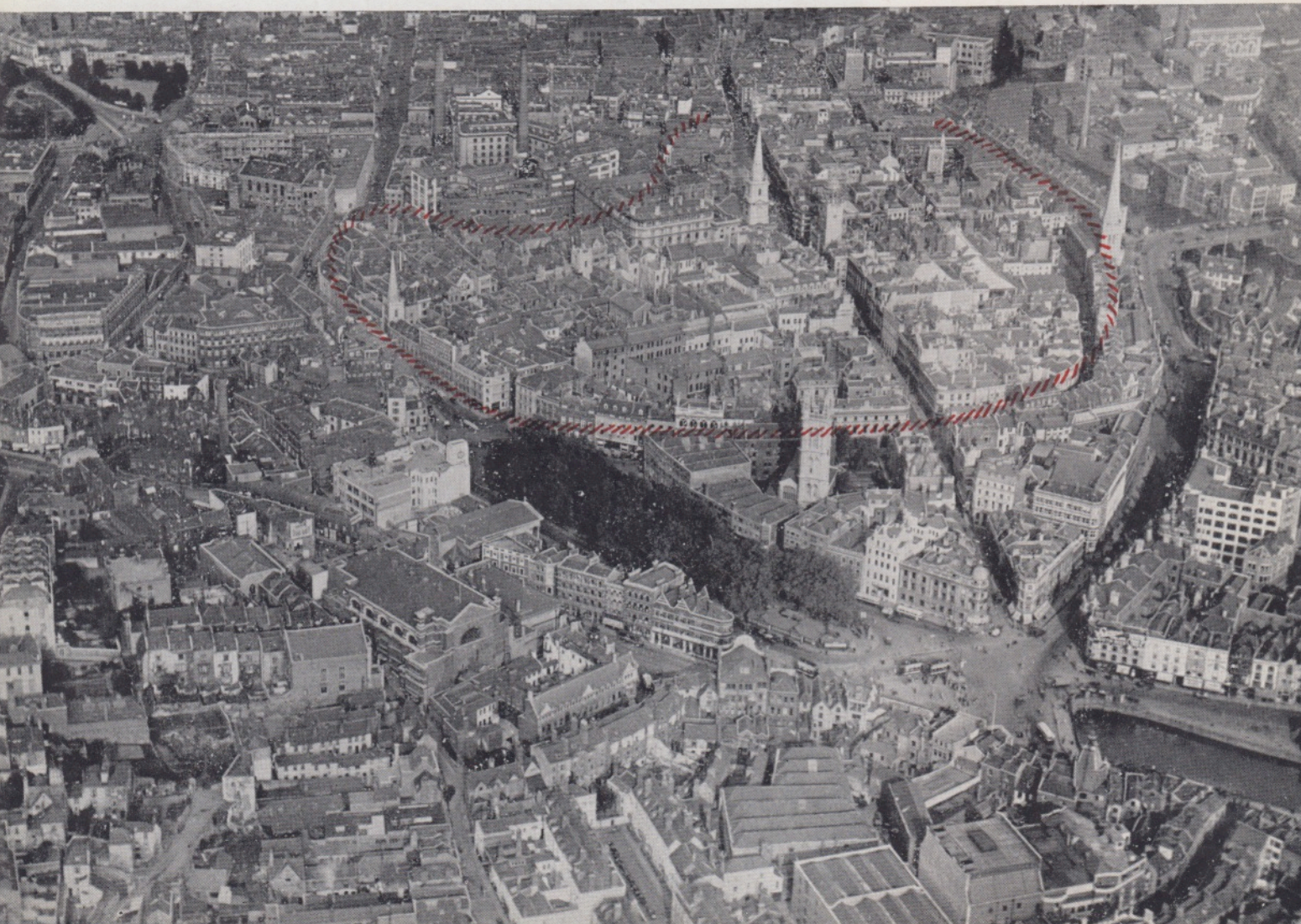


Clifton Suspension Bridge.



Durdham Downs.

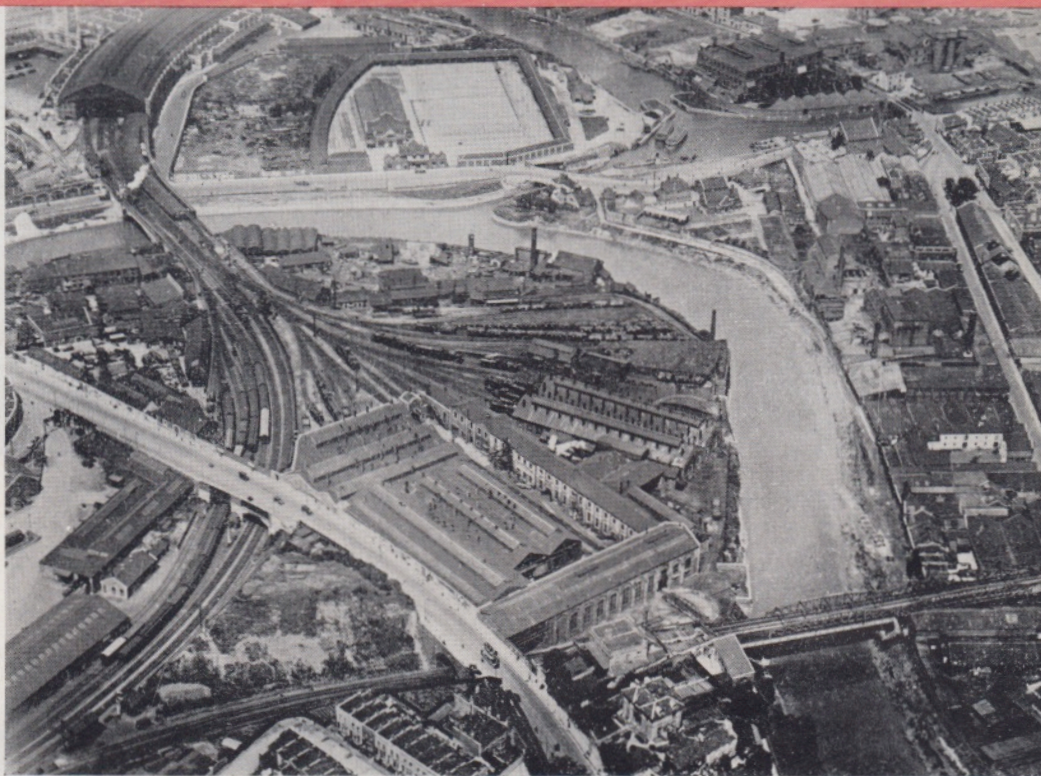
The centre of the city near Bristol Bridge. The red line marks the site of the old city-wall (see page 8)



BEFORE THE WAR

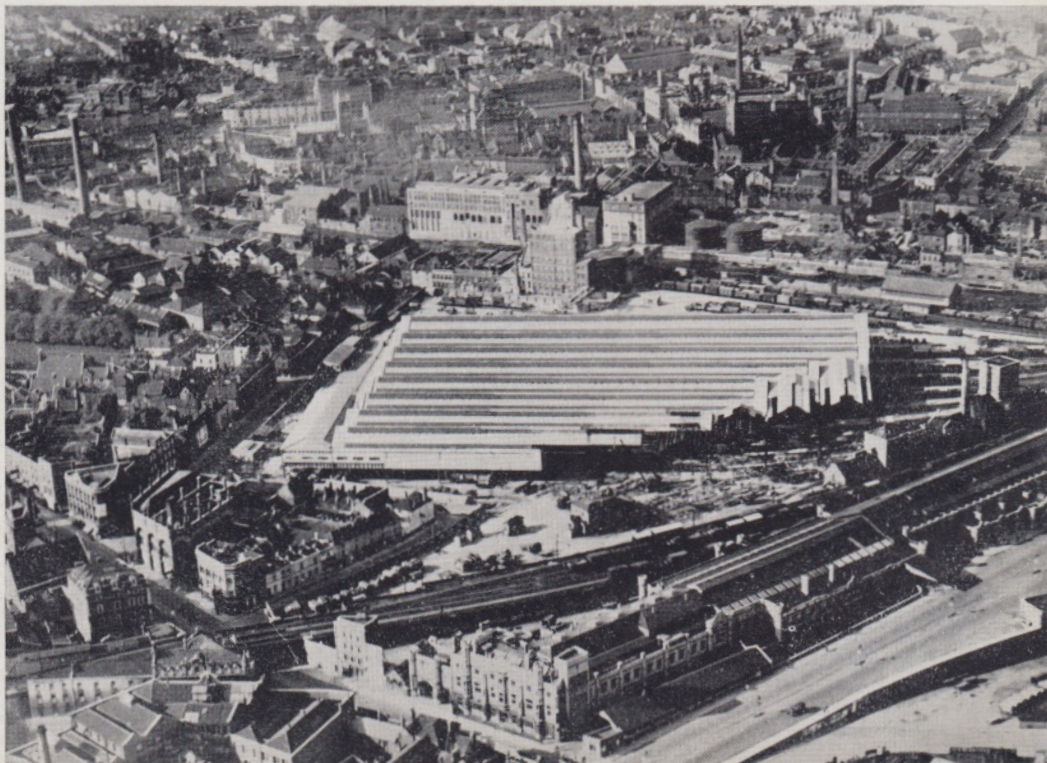
Transport and Workplaces

Industry has crowded round the rail and river communications in the Temple Meads area, so the approach to the city by rail is not impressive.

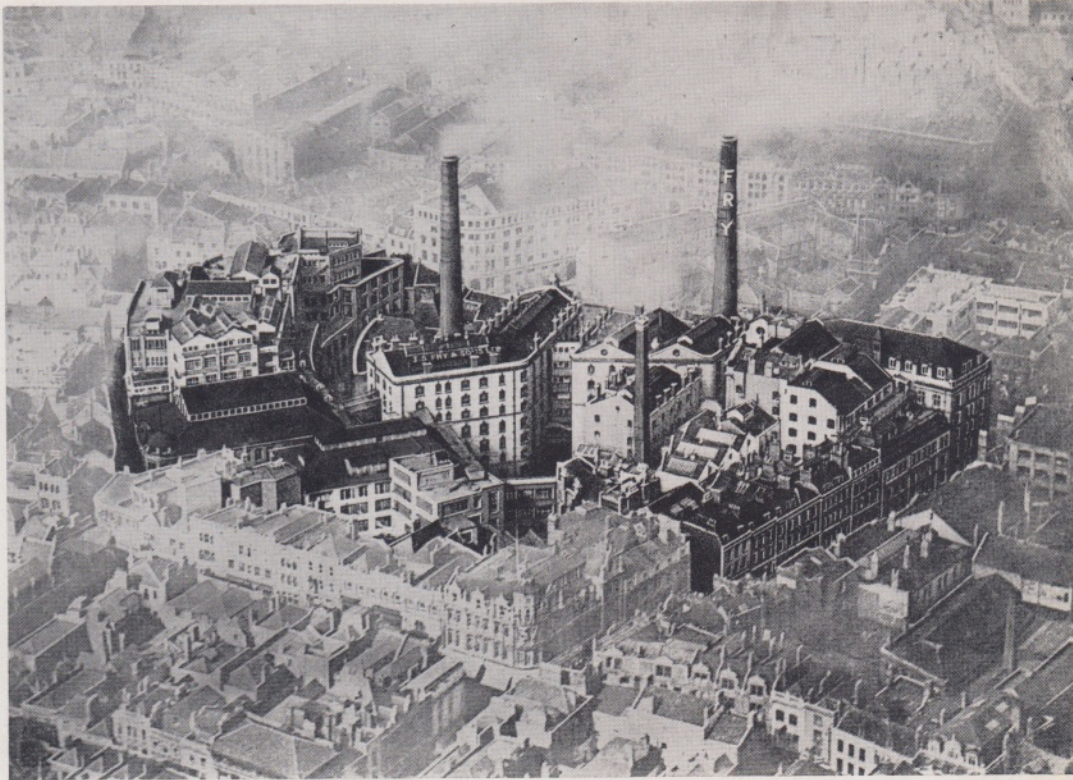


Bristol's main problems of railway communication have been solved. The original Temple Meads Station was a terminus of the lines from London (Great Western) and Gloucester (Midland). The terminus of the Bristol and Exeter line was nearby, but separate. When the Exeter line was sold to the Great Western Railway in 1876, through connection was obtained by joining the arms of the broad "V" formed by the two railways, so the present station lies on a curve. The picture shows the complexity of the present network of river, roads and railways round the station.

Expanding trade demanded better transport facilities, and now the city boasts the largest covered goods yard in the country.

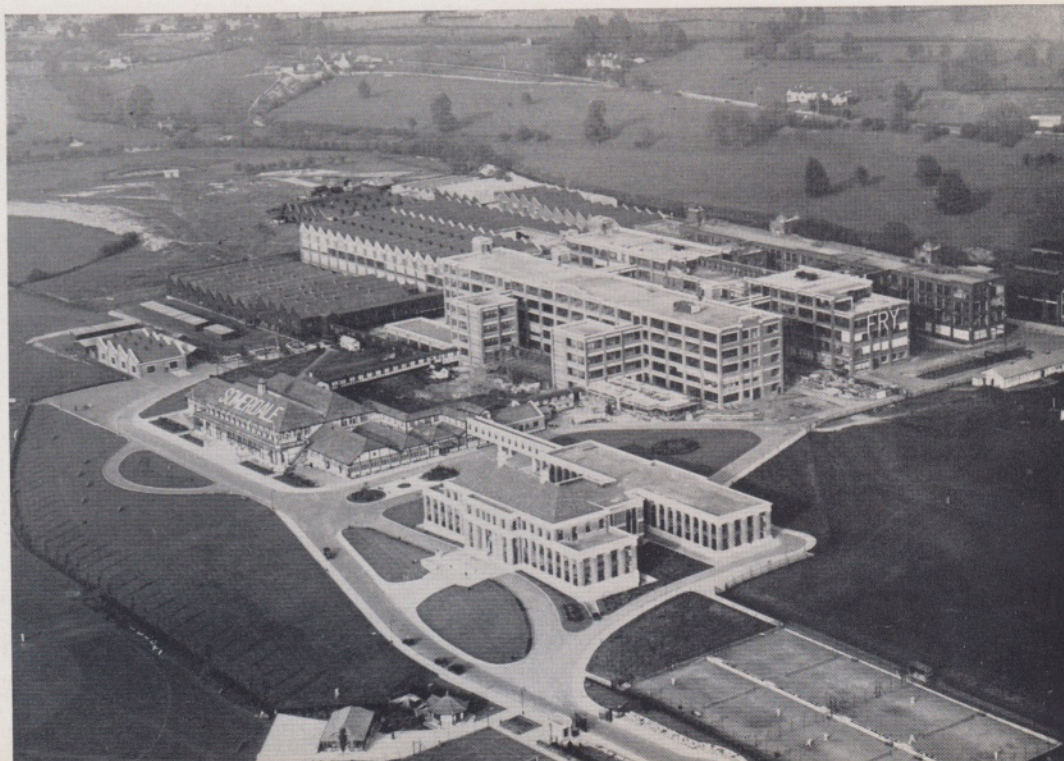


Fry's old factory in the centre of the city had no direct rail or water communication, and was hemmed in on all sides.



Factories in the centre of the city were faced by increasingly difficult problems. Old premises were becoming unsuitable for modern requirements, and there was no room for expansion. One solution was attempted by Fry's, Cocoa and Chocolate Manufacturers since 1728, who transferred their activities to Somerdale, outside the city boundary towards Bath. Here new factories were erected in pleasant surroundings, where facilities for recreation could be enjoyed by the workpeople. Some of the employees were accommodated in houses erected nearby, but the majority made the daily journey to and from work in convenient trains or buses. The solution offers certain obvious advantages, but increases the time and expense of travel.

The new factory at Somerdale was built in open country, but could be reached directly by rail and river.



BEFORE THE WAR

A scene in the Broad Plain district, with dwelling-houses sandwiched between factories.



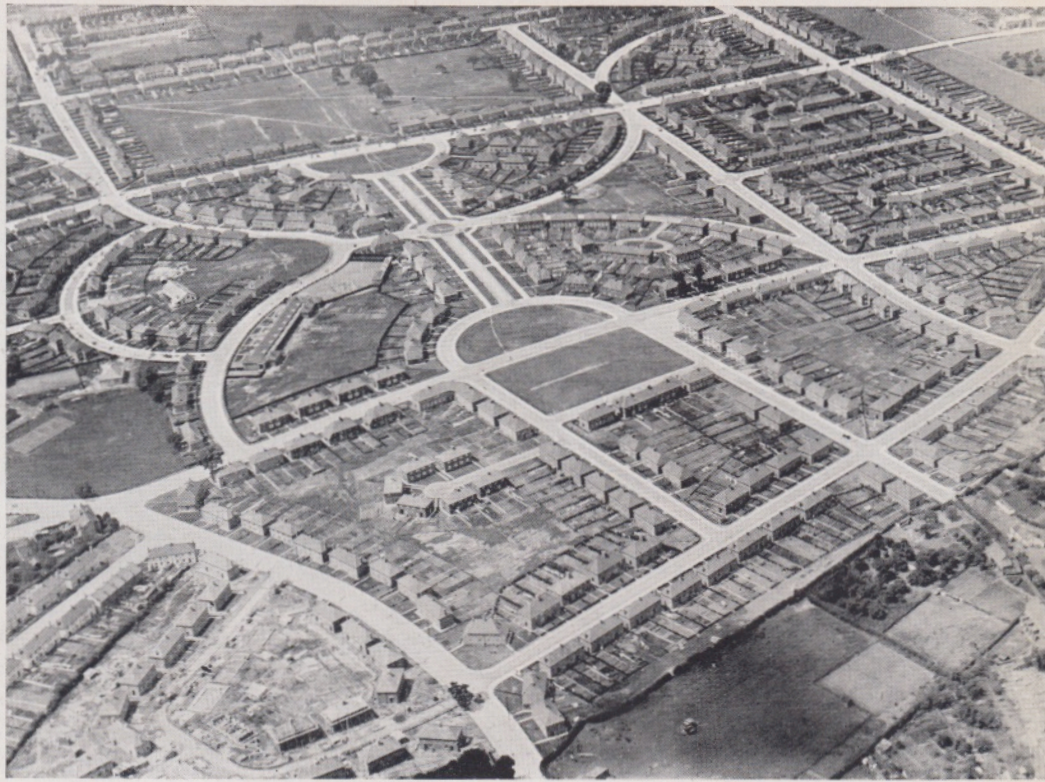
Where People Lived

Where did people live in pre-war Bristol? Some were condemned to live in houses crowded between the factories, with their outlook bounded by brick walls and smoking chimneys. Such dwellings could have little in the way of gardens—a back-yard was the best that most of them had room for. More fortunate citizens who could afford to move out of the city smoke had long since developed the Clifton area as a residential quarter. The 19th century had seen a great extension of building there, where the air was clearer, the outlook more attractive and the open space of the Downs within easy reach.

As a contrast to the upper picture, the residential areas round the University and at Clifton are spaciouly laid out.



Municipal estates were carefully planned, and provided gardens for all the houses.



For most people, however, Clifton was out of the question, so private enterprise provided streets of dwellings in the eastern suburbs. After the last war there was an acute shortage, but Housing Acts were passed giving Local Authorities powers to provide the necessary houses with the assistance of grants from national funds. Under these Acts 14,200 houses were provided by the Corporation, and a further 22,000 by private enterprise. Slums were cleared and new, planned estates were established. Unfortunately, hundreds of houses were built in ribbons along the roads stretching into the country.

The town invades the country. A Bristol example of ribbon-development.

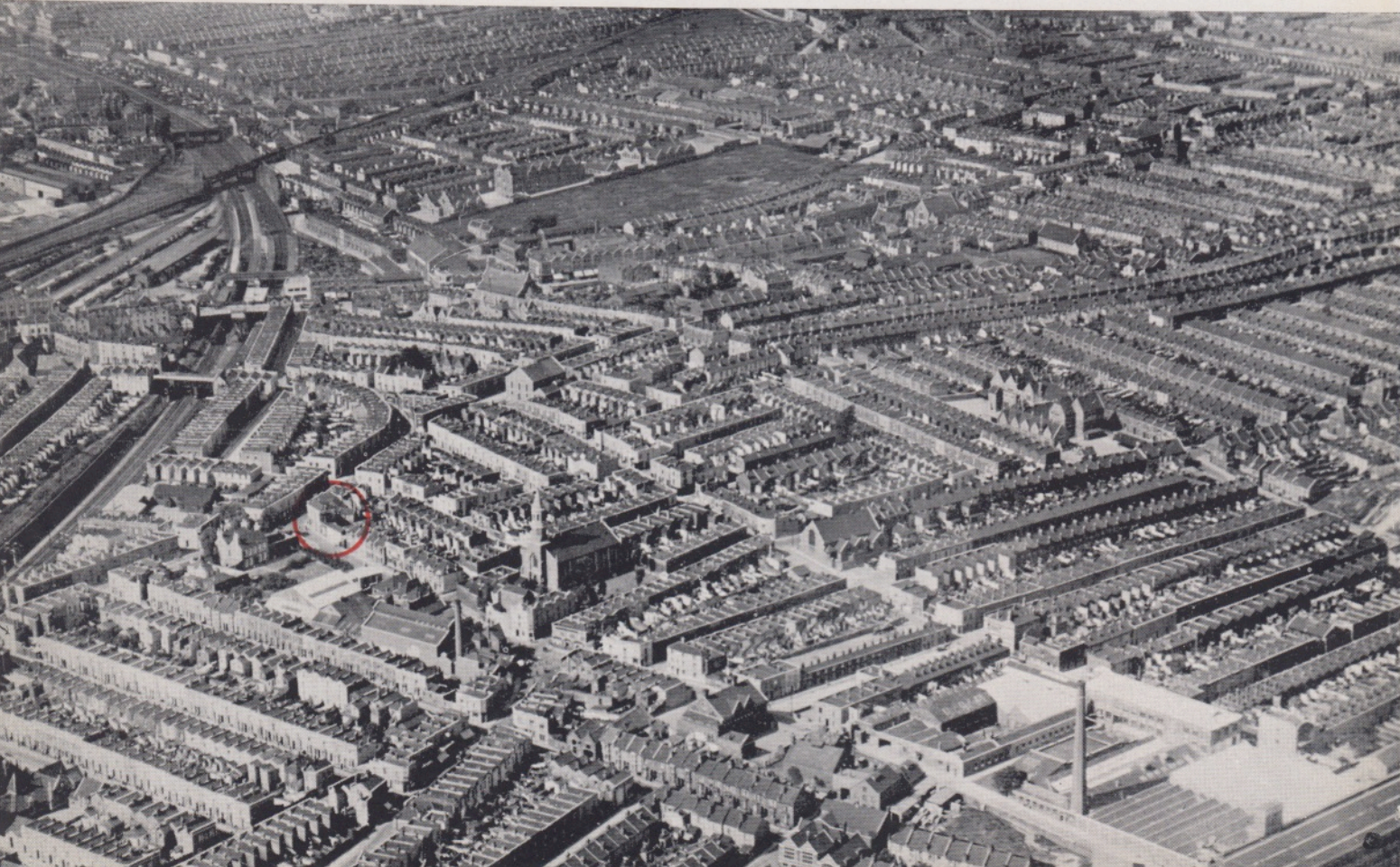


BEFORE THE WAR



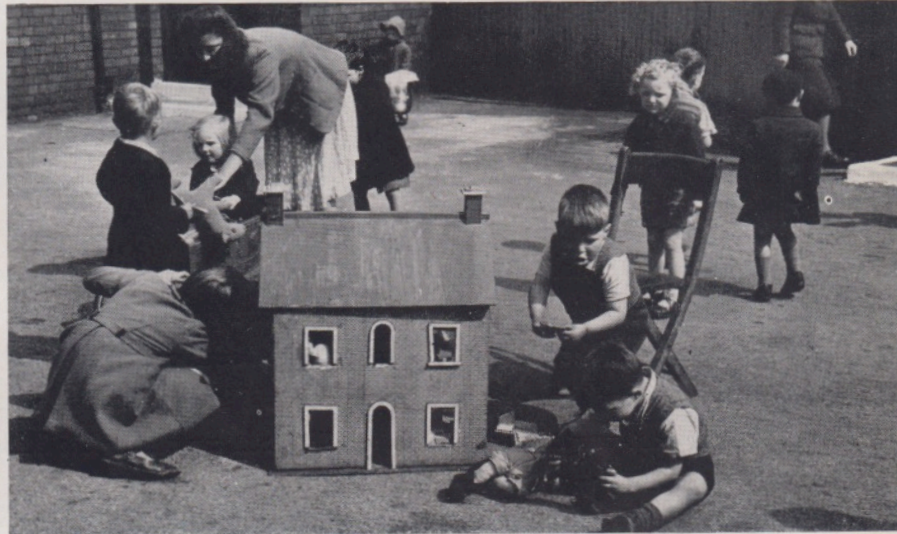
How People Lived in the Central Districts

The pictures on this and the following pages bring us back to earth and show us how people lived in Bristol before the present war. Here, for instance, we see that the houses in the older districts had many disadvantages. This shop at Barton Hill has no garden at all—merely a tiny backyard. The cramped kitchen opens directly on to it. The circle in the air-view below shows the position of this house.

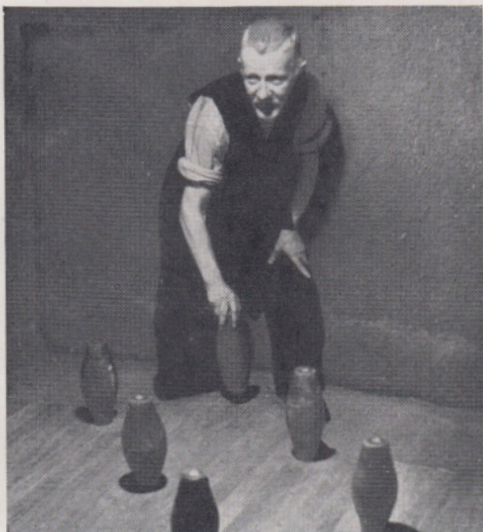




The shop occupies much of the living space downstairs. All around are monotonous streets of houses like the 90 Bristol homes shown in the right-hand picture, with their living-rooms opening directly on to the grey stone pavement. There are no gardens, no inside sanitation or baths.



Most children play on the streets. The University Settlement (right) is the only alternative, and its resources are severely limited. There is no park in this district.



Father pays a visit to the "local" for a game of darts or skittles, or on Saturday night he may take his wife to town to "the pictures", and enjoy the companionship of the crowds on the way home.

BEFORE THE WAR

Life on the New Estates— Sea Mills

*Children can play in the green fields
and playgrounds near their homes.*



Of Bristolians, about one-third lived in the central districts, such as those shown on pages 68 and 69, and about one-third lived in houses which were built after the last war. Sea Mills Municipal Estate is typical of these. Every house has its own garden, bathroom, hot water system and indoor sanitation. The kitchens are better and lighter than those in the old houses, though even greater improvements are planned for those in our post-war homes (page 80). Children can play in the fields and parks near their homes, instead of in the streets, and go to newer schools.

There are fewer shops on these new estates, and some of the houses are quite a long way from them. Their greatest disadvantage is they are usually far from work—it costs 4d. and takes half an hour to get to the city centre.

*Houses on the new Municipal Estates.
All have their own gardens.*



*The newer kitchens are better
and lighter than the old ones.*



All the family enjoy the garden.



*Some small shops are grouped
round a green at the bus terminus.*



BEFORE THE WAR

How Bristolians Amused Themselves



Rugby football had a strong following, and many first-class matches could be seen at the Horfield Memorial Ground.



County cricket was always sure of an appreciative crowd at the County Ground, overlooked by Muller's Orphanage.

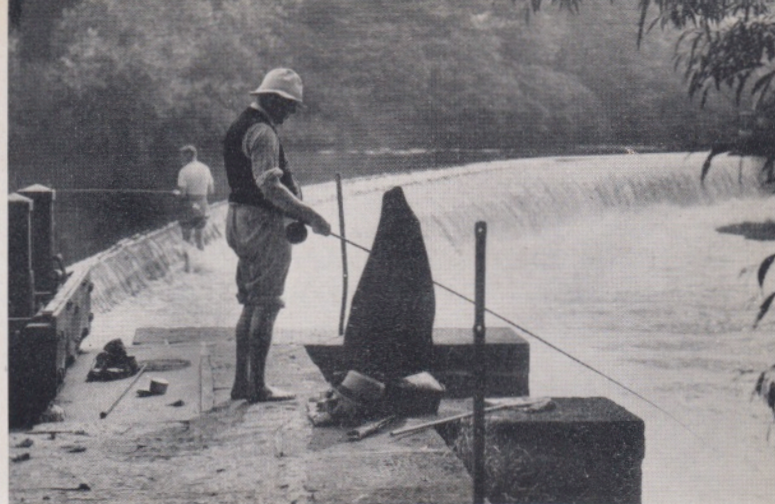
On the weekly half-holiday or on bank holidays, Bristolians knew how to make good use of their leisure. Sporting fans could watch good Association or Rugby football in winter, or cricket on the County Ground in summer. Those who were young and active could play in their own club games on the Downs or in the parks, whilst those who preferred it could find enjoyment in a brief outing to the seaside by rail, road or steamer. The countryside beyond the city boundary was largely unspoiled; it offered many attractions, and was well served by buses and charabancs. On the whole, Bristolians considered themselves very fortunate in the wide range of pastimes open to them, of which they made good use.



At the Clifton Zoological Gardens a fine collection of animals, birds and reptiles attracted crowds of visitors from far and near.



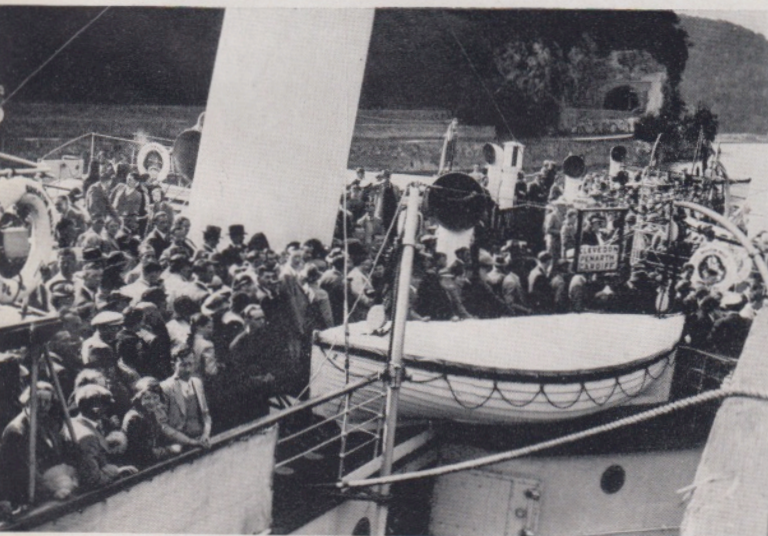
Thousands watched Soccer League matches, and even perched themselves on the roofs of the grandstand.



The rush to get out of the city was sometimes heavy, but the good-humoured crowds were soon picked up by the busy bus services. Father, however, often preferred to get away by himself.



If the companionship of crowds of other pleasure-seekers was desired, a journey of about twenty miles by road or rail was all that was necessary to reach Weston-super-Mare, a veritable "Bristol-by-the-Sea".



Campbell's paddle steamers offered popular trips from Hotwells to Weston-super-Mare, Ilfracombe, and other places on the Bristol Channel. When the day was done, tired but happy crowds made their way home again in a seemingly endless line of traffic.

THEN CAME THE BLITZ

Upon this city fell the blight of war. In the winter of 1940-41 it underwent nine major air raids, and suffered serious damage. The centre of the city, within the boundaries of the ancient town and castle, suffered most, but no district entirely escaped.





(Above) Broadmead and Southville.



(Above) The Churches near Bristol Bridge. (Below) Victoria Street and the centre of the City.



THE BLITZ

Bristol carries on

The blow was severe, but Bristol "carried on". There was a proud tradition behind her, and the citizens of 1940 lived up to it. Civil Defence Services promptly dealt with the casualties and cleared up the wreckage; homeless civilians gathered together the few household belongings which could be salvaged, moved to new quarters, and then went about their daily tasks.

Much that was irreplaceable was lost. Ancient city churches and houses were reduced to heaps of rubble. One thousand, two hundred and ninety-nine Bristolians were killed, 3,000 homes were completely destroyed, and 90,000 damaged.

But as the debris was removed, one redeeming feature became clear. The problem of replanning the centre of the old city was enormously simplified. Enemy bombs had cleared the site for us, and a unique opportunity offered to rectify the mistakes of the past. As an antidote to the destruction surrounding them, men and women began to make plans for reconstruction in the future.

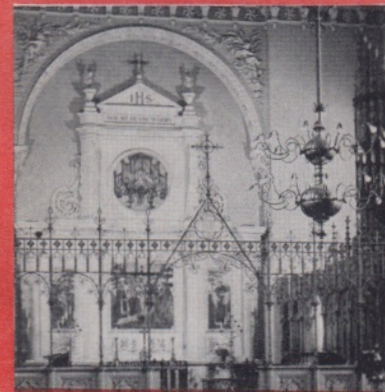




St. Peter's Hospital, an early 15th century merchant's dwelling-house, reconstructed in 1607, was a priceless possession of Bristolians.



The Dutch House, on the corner of High Street, lent an old-world touch to the very heart of the city.



Among the churches which suffered was St. Nicholas, of which only the walls, crypt, and spire remained.

WHEN BRISTOL REBUILDS

Planning by Neighbourhoods

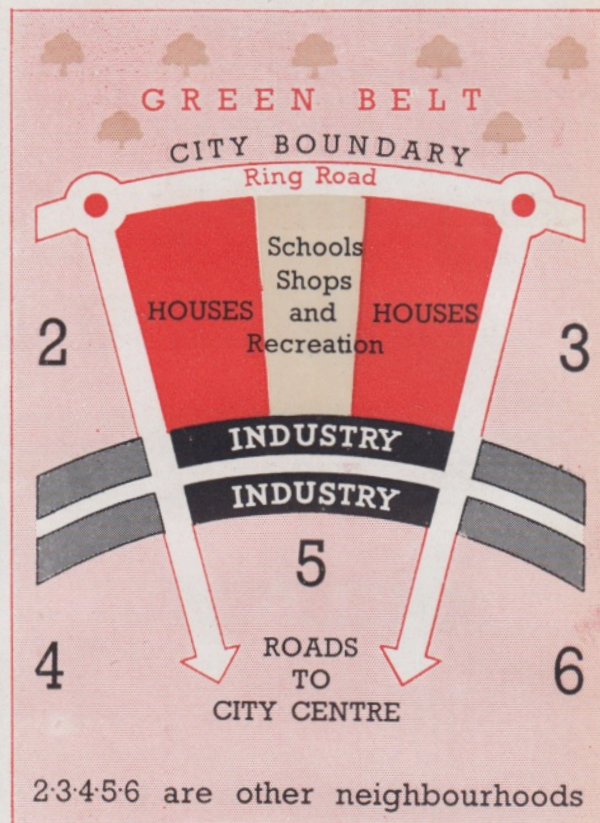
Before we begin to talk about the details of our re-building plans, we must decide upon the general principles to which all our details must conform. In some parts of Bristol lack of planning in the past has resulted in the unhealthy crowding together of factories and houses, with no space for gardens, parks and playgrounds. On the other hand, the siting of houses on the outskirts has often meant that workpeople have had to spend an unnecessary amount of time and money in travel to and from their work.

One solution to the problem is to plan the city in self-contained districts called "Neighbourhood Units", each with its own amenities, including a shopping centre, clinic, schools and churches, cinema and recreation grounds. Factories should be built in or near the "Neighbourhood".

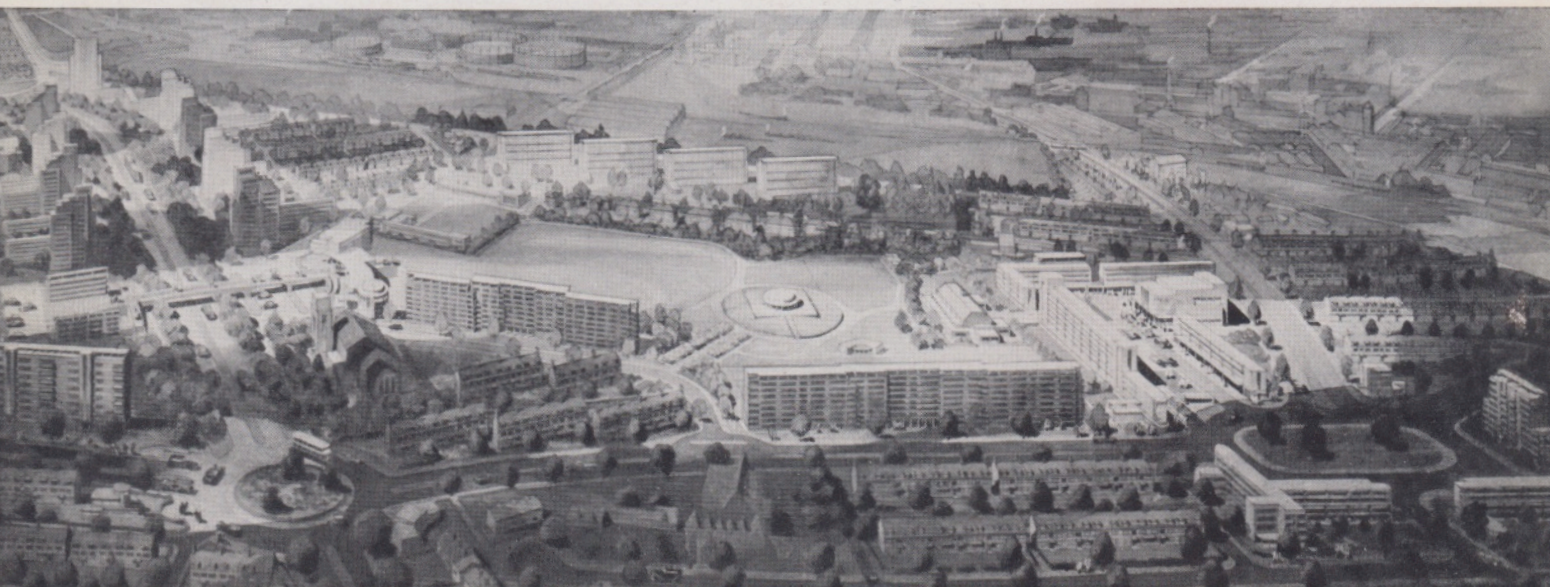
The diagram, which is not a plan of any part of the city, shows how such "Neighbourhoods" could be arranged. Main road traffic would not pass through them, but encircle them. Each would be compact, affording no encouragement for "ribbon development", and the whole city would be surrounded by a green belt. Should further extension be necessary, new "Neighbourhoods" could be added beyond this belt.

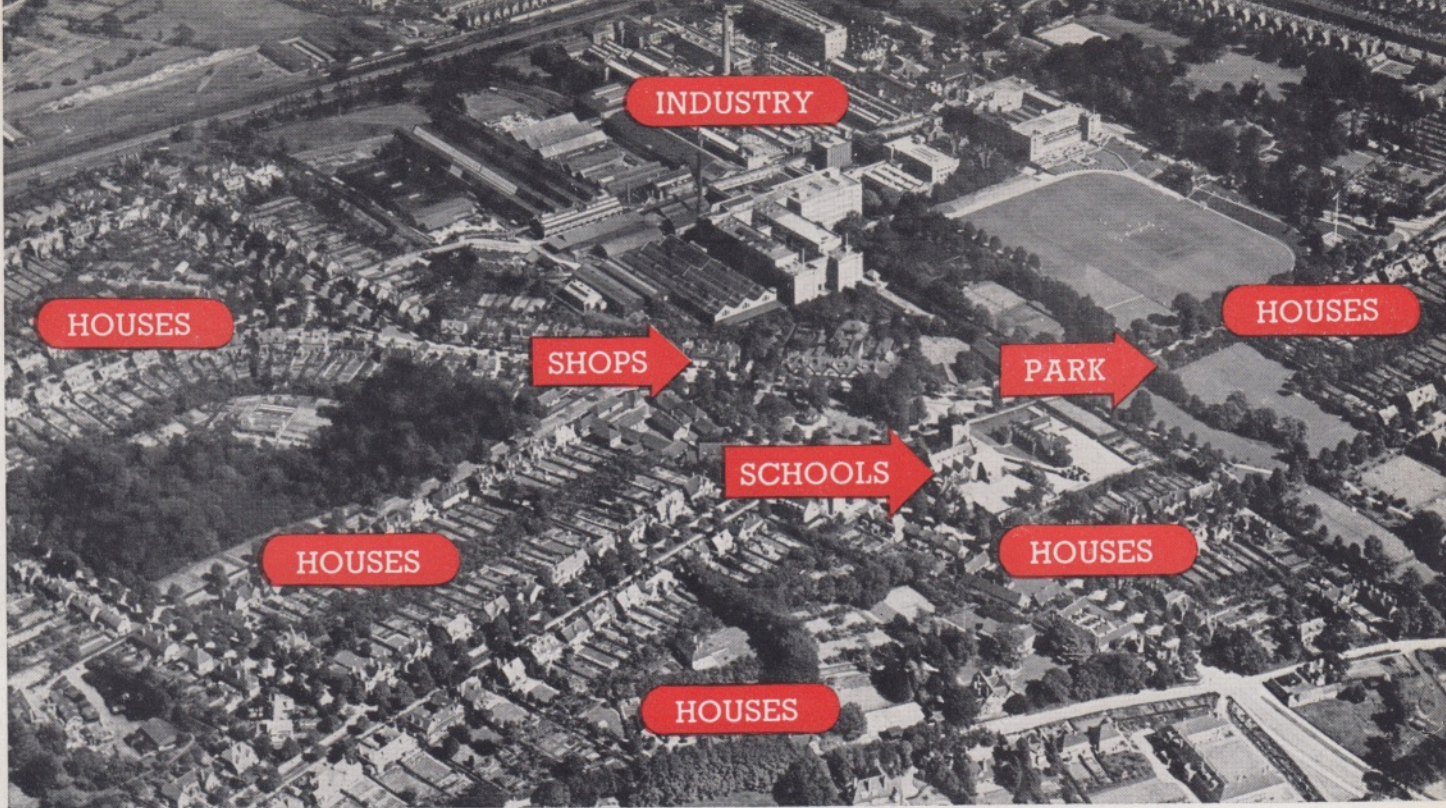
The idea is not new. The air view on page 79 shows a district planned and built in this way, and the drawing below it gives an impression of Bristol's plans for the Southmead Estate. This, it is hoped, will be one of the first of many such units. Eventually, such "Neighbourhood Units" could be introduced throughout the entire city, enabling those living in the centre to enjoy advantages equal to those in the suburbs. As the density of population in the centre would probably be much greater, blocks of modern flats—some of them sited along the river—could be built.

A plan for a "Neighbourhood Unit" in a central district of a large industrial city.



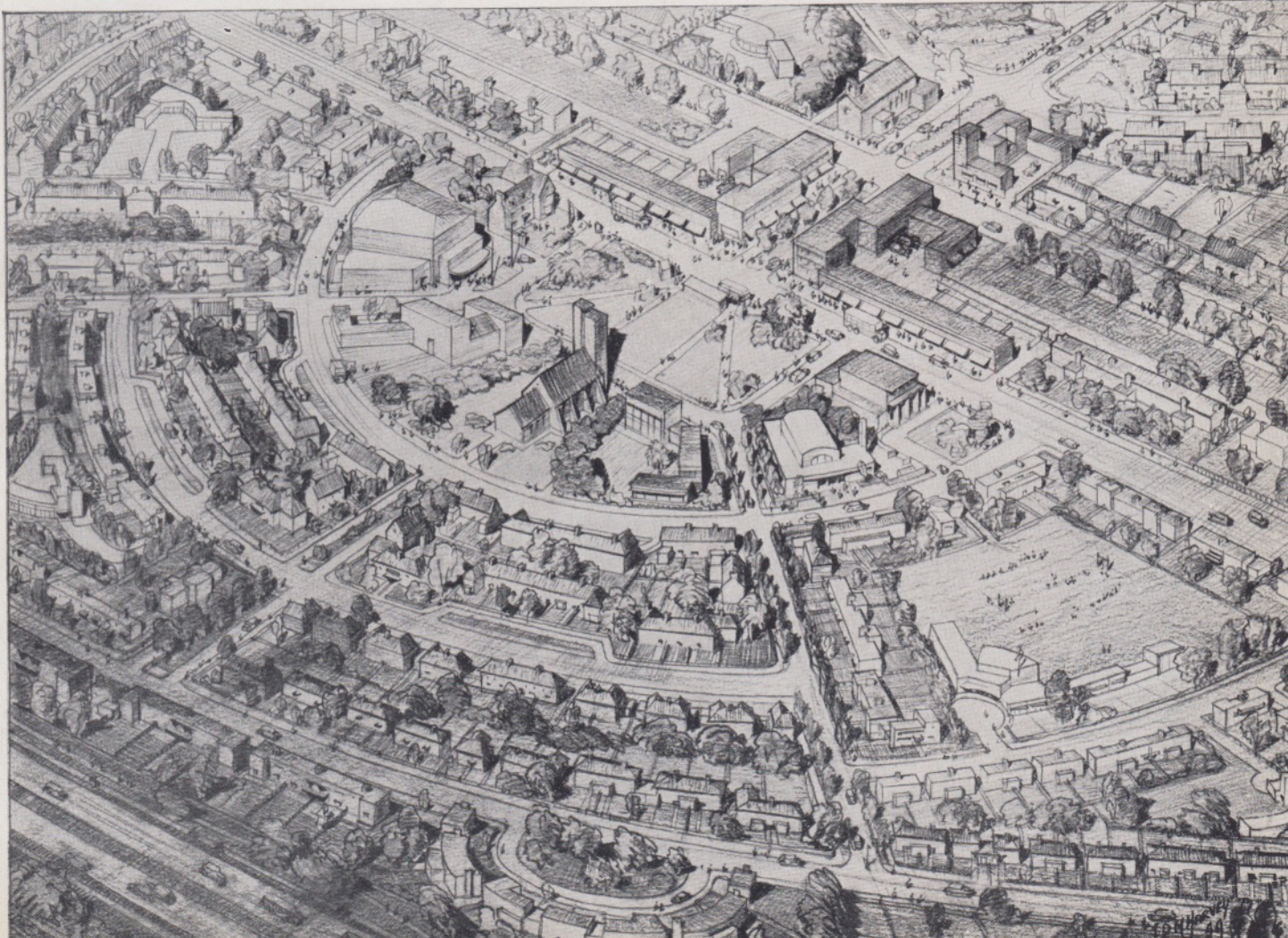
The essential features of a "Neighbourhood Unit". A large city would contain many such self-contained districts. Much unnecessary travel would thus be avoided.





An aerial photograph of a district which has been built on the principle of a "Neighbourhood Unit".

A drawing, by J. D. M. Harvey, of the proposed development of Southmead, Bristol.



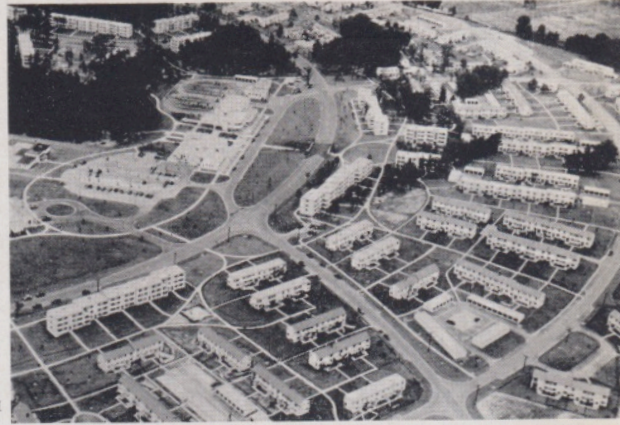
WHEN BRISTOL REBUILDS

The Home and the School

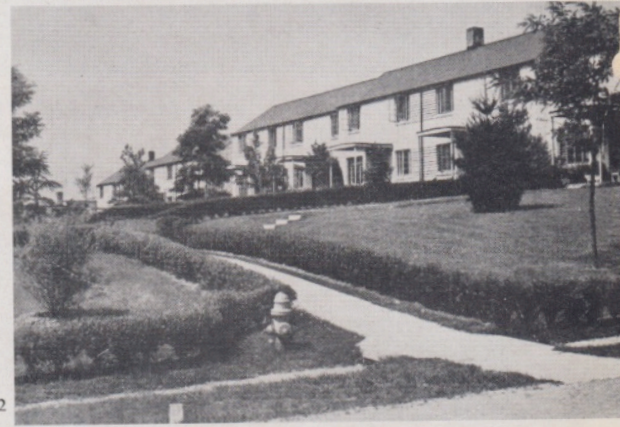
Having settled the general plan of the city, we turn to the home of the future. Modern architecture in other cities has proved that houses can be both beautiful and practical. The pictures reproduced here are actual photographs showing how, in districts where the density of population must remain high, blocks of flats, with surrounding open spaces, can be made more attractive than most are at present.

But what of the interiors of these homes? We have made progress in planning better kitchens. The picture below shows one of the two experimental kitchens which have already been built on a Bristol Municipal Estate. It has been designed as a unit, the cooker, sink and cupboards fitting together. In some towns new ways have also been tried in blocks of flats for the disposal of refuse. Our picture shows how it can all be put into the sink and sucked away. Such ideas, with smokeless grates, light and spacious rooms, with electricity, gas and central heating more easily available, should do much to lighten the work of the housewife.

The children need a thought, too. Each district should have nursery schools, which could be reached by paths instead of by crossing busy roads. All schools should be light and airy, with room for playing-fields around them. The whole family should be able to find recreation in nearby parks in either wet or fine weather.



1



2



3



1.—In Greenbelt, in America, footpaths replace roads.

2.—Green pathways replace grey streets.

3.—In Sweden, gay flats line the waterside.

4.—A new system of refuse disposal.

5.—An experimental new kitchen in Bristol.

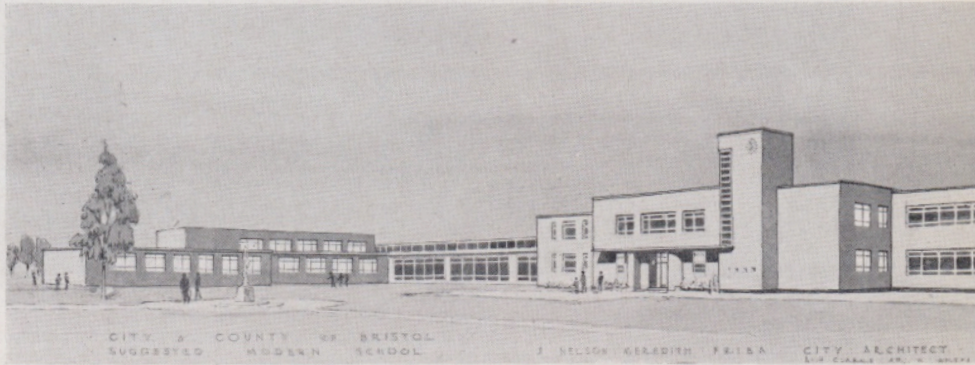
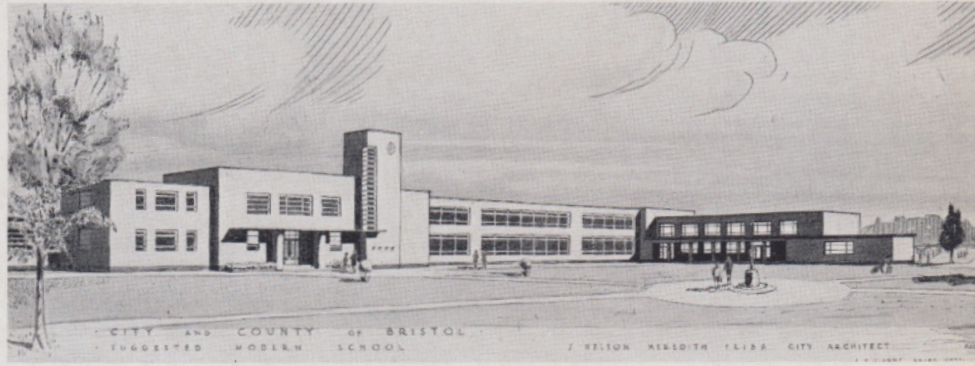


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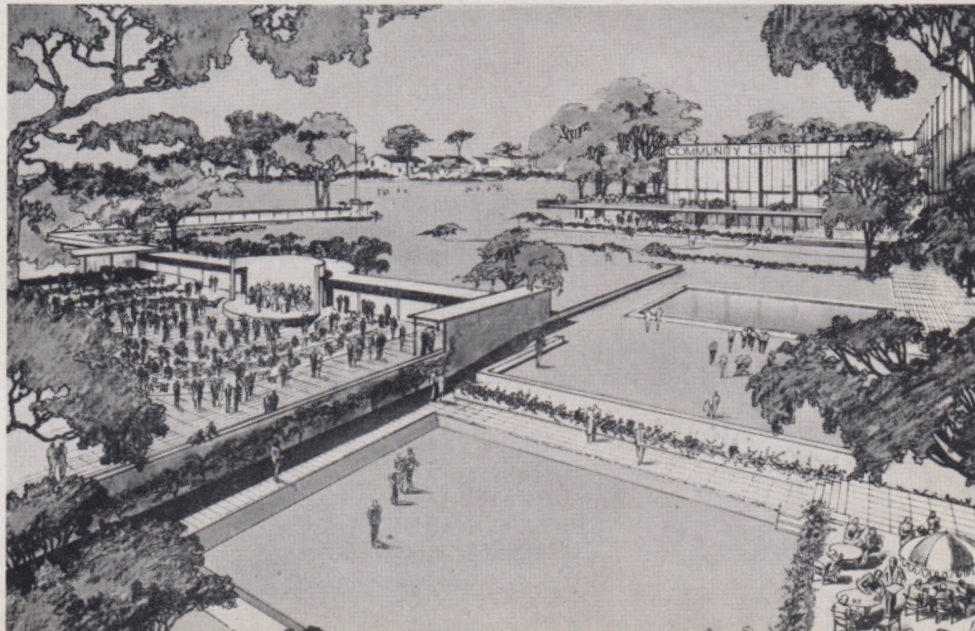
Many new Nursery Schools are needed.



A design, by the City Architect, for a Modern School in Bristol.



Parks should provide recreation for all the family in wet or fine weather.



WHEN BRISTOL REBUILDS



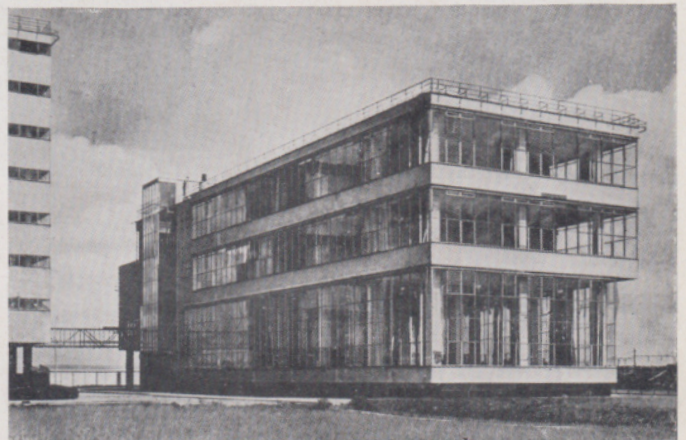
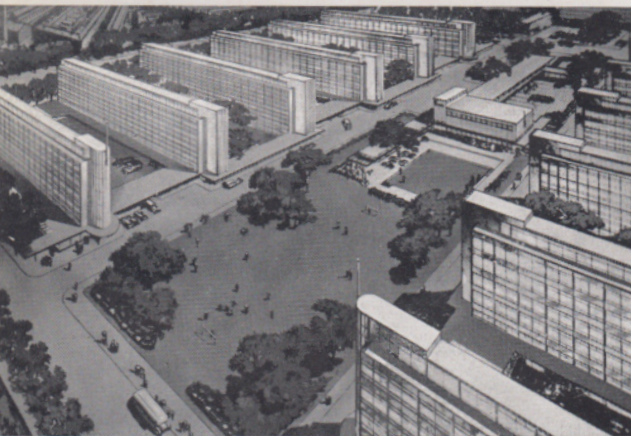
A view of St. Mary Redcliffe and the surrounding district. Factories, houses, warehouses and churches are tightly packed together in unplanned congestion. A cloud of smoke hangs over all.

The Air We Breathe

We do not know how many chimneys there are in this picture, but we do know that 60 per cent. of the coal we use is lost in smoke. This is very wasteful, and, in addition, the smoke pollutes the atmosphere and begrimes our buildings. One scheme has been proposed whereby the centre of Bristol could get all the heat and power it requires from a single plant with a single chimney. But one of the greatest smoke nuisances comes from the grates of the dwelling-houses. Conditions could be much improved by using smokeless grates, and more electricity, gas and central heating in our homes. Let us make sure that the Bristol of to-morrow will be free from smoke and grime.

The Factories We Work In

The air views have shown how many of Bristol's factories are crowded together in the heart of the city. The buildings are old and dismal, and working conditions are often unsatisfactory. Below is an architect's impression of the kind of factories we might have, in which we could work more pleasantly and efficiently. If the workplaces were built in this way small firms might be accommodated in large blocks of flatted factories, and so enjoy many of the advantages and aids to



efficiency which at present are the monopoly of the large concerns.

On the right are four views of modern factories. The first two are in Holland, and the third in America. The fourth is an example from England. Note how bright and spacious they are, and how modern methods have been used to make buildings that are beautiful and pleasing, besides being very workmanlike and efficient. Compare them with the majority of the factories and warehouses in Bristol to-day.

WHEN BRISTOL REBUILDS



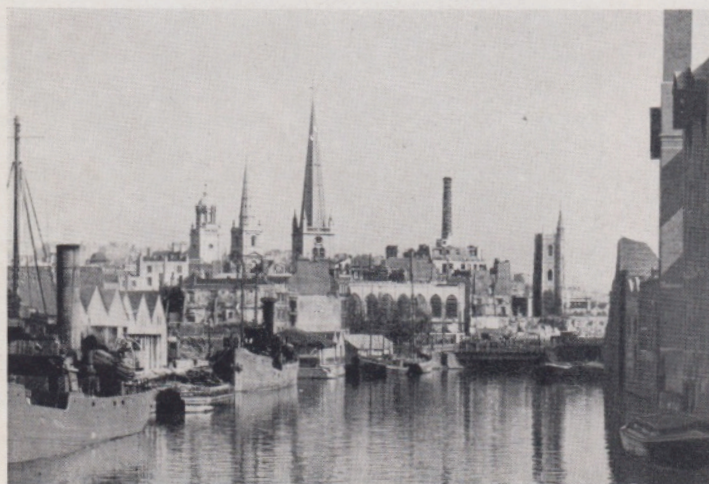
These two pictures show typical domestic and industrial development on the outskirts of Bristol before the war.

Typical Problems Facing our City

So far we have been dealing with the problem of re-planning in general terms. Let us now consider the application of our ideas to individual problems. The first picture shows an area on the outskirts of the city, bearing all the marks of the poor planning which we must avoid in the future. The aerial view beside it is of an industrial district which must once have been a very beautiful spot in the Avon valley near Hanham. Factories and dwelling-houses have been allowed to grow up together in an indescribable muddle which bids fair to defy the efforts of any planner to cure, short of wholesale reconstruction.

The two pictures below present a problem which is open for solution almost immediately. The area around Bristol Bridge has been largely destroyed by enemy action. Now, although the river Avon at this point is, and we hope will continue to be, a busy harbour, there is no need to restore it as it was—a mere backyard for city factories. The New Cut is another waterway which has too long suffered gross neglect. Plans are ready to be put into action to remove the chief source of trouble, namely the sewage which at present pollutes

On both sides of Bristol Bridge the backs of factories and warehouses now line the banks of the river.





(Left) The famous houses in Royal Crescent are now let out in flats, and (right) a fine Georgian house in Dowry Square to-day.

the stream and the atmosphere of the district, but much more than this will have to be done if the Cut is to be a source of beauty instead of annoyance.

Another urgent problem is presented by our Georgian Squares and Terraces. Bristol has some fine examples of this type of architecture, but the houses were built for times when there were large families and many servants. Now the houses are let out as flats and tenements, and many are in decay. Should they be demolished, or re-fitted and preserved?

The two lower pictures show King Street and Queen Square, once famous for their beauty. Many of the lovely buildings have been replaced by gaunt warehouses which overshadow those that remain. Much destruction has taken place in both these areas, and a speedy decision is necessary to determine whether in the future unmannerly buildings are to be allowed to spoil the heritage which is ours, or whether we are to consider beauty as well as business in our reconstruction.

(Left) The Georgian houses in Queen Square are overshadowed by warehouses, and (right) King Street has been similarly spoiled.



WHEN BRISTOL REBUILDS



The north and south side of Bristol's Centre are unworthy of the city. One plan for re-building is shown opposite. ➔

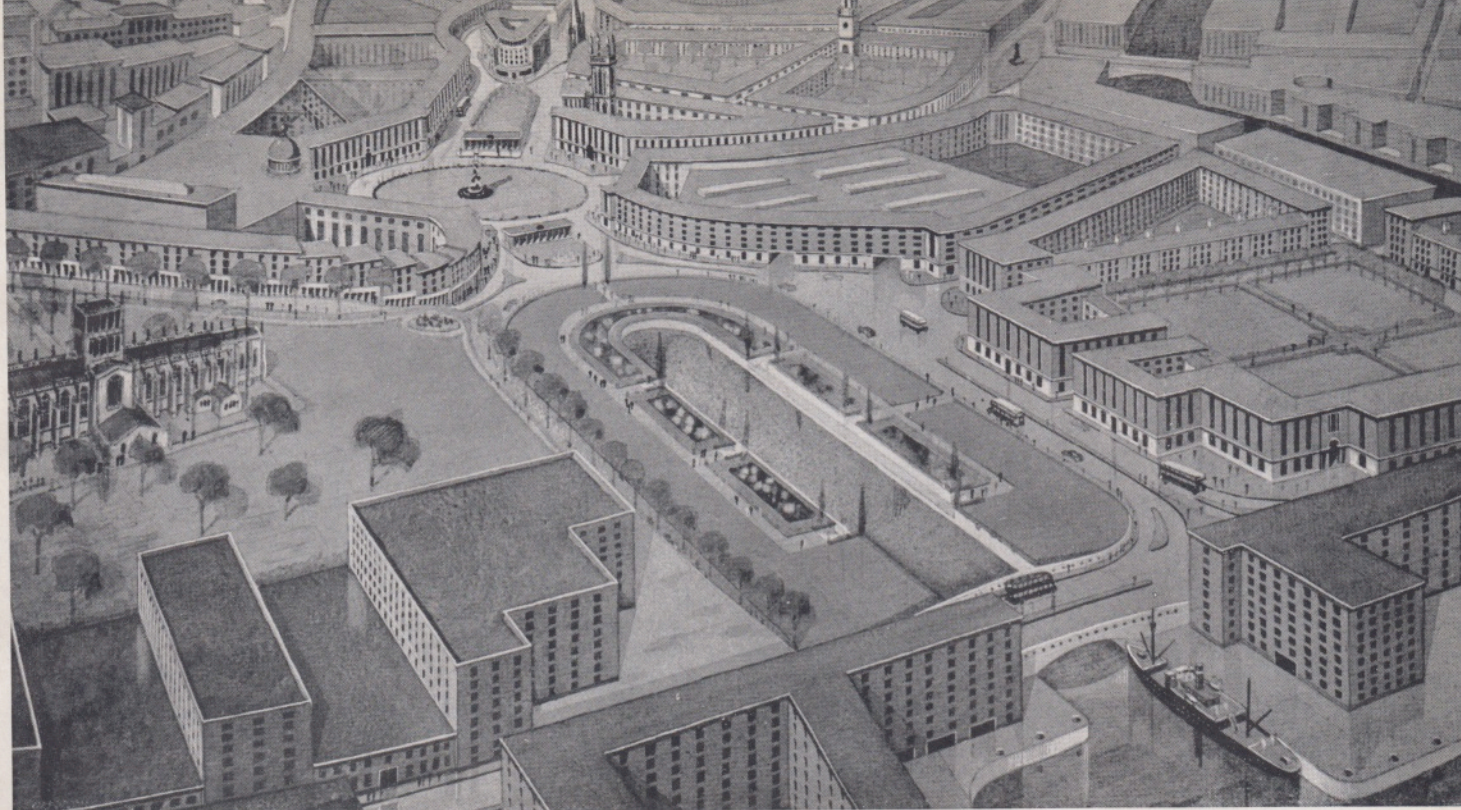
Shall the "Centre" be Worthy?

One problem is of outstanding importance—the planning of the "Centre". Here, as traffic congestion has become more and more evident, the river Frome has been covered over, and the space thus provided has become a focal point for the city's transport. The two views reproduced above show that at present the "Centre" is unworthy of a great city. At the top of the opposite page is a suggestion of how it might be rebuilt.

Not far away, a large area to the east of a line from Bristol Bridge to St. John's Arch, and covering Wine Street, Dolphin Street and Castle Street, is practically destroyed. This area once comprised half the ancient walled town, and the whole of the Castle Precinct. Before the war it was the site of the city's main shopping centre. When we rebuild, shall we use our unique opportunity to design a better "Bricgstowe" along the banks of the river? Several plans have already been prepared, of which the lower drawing opposite is but one example.



Castle Street, Dolphin Street and Wine Street have been destroyed. How will they be rebuilt? One way is shown opposite. ➔



A drawing by the Western Chapter of Architects of one proposal for the redevelopment of the Centre.

An imaginative drawing by J. D. M. Harvey for the reconstruction of the area around Bristol Bridge. Compare it with the aerial photograph on page 4 and the two pictures opposite. When we rebuild, shall we recreate a better "Bricgstowe"—a Place of the Bridge?



In Conclusion

Whatever schemes are finally adopted for "neighbourhood units", shopping centres, types of factory, and so forth, they must, if they are to be successful, be considered in relation to a general plan. The responsibility for ensuring that they are carried out is shared by all citizens.

We have tried to show how the government of the city has gradually become more and more complex, yet, at the same time, how the responsibility of local government has been extended to an ever-increasing number of its citizens. The success of democratic government depends upon the degree to which the citizen is prepared to carry out his duties. It is significant that in many local elections before the war only one out of three electors used his vote.

A new chapter is opening in the city's history. The standard set in the past has often been a high one, but that of the future must be higher still. The attainment of this will depend on the interest the citizens of Bristol show in the moulding of the future of their city.

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